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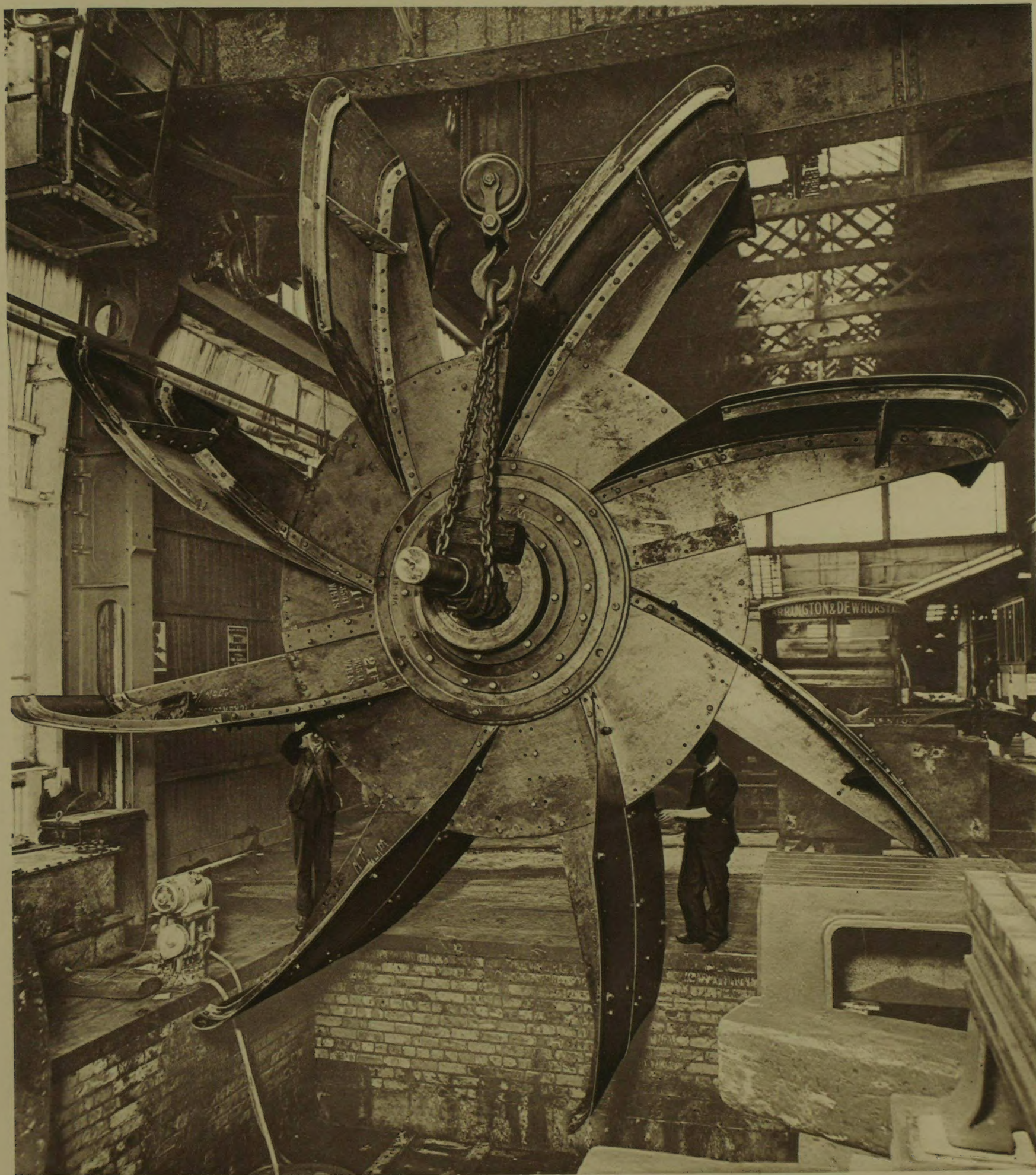
BY APPOINTMENT TO HIS MAJESTY THE KING



# THE ILLUSTRATED LONDON NEWS

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SATURDAY. JULY 21, 1934.



**GIGANTIC MACHINERY, DWARFING MAN'S STATURE, FOR VENTILATION OF THE TWO-MILE MERSEY TUNNEL: AN ENORMOUS FAN, 21FT. IN DIAMETER—ONE OF THIRTY NOW HOUSED IN THE VENTILATING STATIONS.**

The Mersey Tunnel, which the King arranged to open on July 18, is fully illustrated on several later pages in this number, along with its vast system of ventilation. There are six great ventilating stations, each housing fans for blowing in fresh air and exhausting vitiated air. An official booklet states: "The thirty fans involved are of various sizes, the largest having a capacity of 641,000 cubic feet of air per minute. Its impellor diameter is 28 ft. and its fan casing 50 ft. across. The capacity of the smallest fan is 92,000 cubic feet per minute. . . . The aggregate

capacity of the six ventilation plants, with all fans at work at maximum output, is two-and-a-half million cubic feet of fresh air per minute delivered to the Tunnel and an equal volume of vitiated air removed. . . . To guard against any possibility of failure of the ventilation, every fan and its drive is duplicated, so that the total capacity of plant, both blowing and exhausting, is ten million cubic feet per minute." The fan illustrated above is seen suspended from a crane before it was placed in position in a ventilating station.





By G. K. CHESTERTON.

MOST of the quarrels of men are quarrels about Man. I mean that they really revolve on the question of what sort of an animal he is; how far a higher or a lower animal; whether he is only an animal; or whether he is likely very soon to be an angel. We talk of two men quarrelling like cat and dog; but this is as if each differed from the other about whether he was a dog or a cat. There are certain assumptions pervading a great mass of modern literature of which I chiefly complain that they are assumptions and not arguments. If they were stated at the start, still more if they were proved at the end, or even if the demonstrator knew what he was trying to demonstrate, and had plausible reasons for maintaining that he had demonstrated it, we should at least be in the daylight and in the air of reason. But most of these modern notions have really got into everybody's conversation before they have really got into anybody's comprehension. They are in the air, in every sense of the word, and never more than when they are new and not properly analysed; a very unfortunate form of fresh air sometimes proving eventually to be poison gas. I have just been reading a political pamphlet, full of certain sociological proposals which need not be debated now, which ends with a statement about the "psychology" of this social movement. Of course, the psychology is psycho-analysis, or some sort of humanitarian hash of it. But what these writers prefer to call psychology, I should be quite content to call human nature. Only it does not seem to me that such psychologists know anything whatever about human nature.

Of course, there is always floating on the surface, or just under the surface, that very superficial dogma about Repression or Inhibition, and how much healthier it is to release than to resist an appetite or a desire. There is a great deal that I do not understand, even in the way in which they apply their own dogma to their own difficulties. For instance, if it is always dangerous to repress a desire, why is this not as equally true of the desires which they specially detest as of the desires which they specially desire? Thus, nearly all the writers of this pamphlet were Pacifists, and many would probably disapprove of all acts of violence; those in private life even more than those in public service. But why is it not psychologically disastrous to repress Anger, if it is so psychologically disastrous to repress Lust? Some of this school are so excruciatingly silly as to say that all wars have their origin in blood-lust. There is apparently supposed to be an actual physical craving for the physical aspects of slaughter; but, if there is, why is it not a physical blunder to repress the physical craving? Of course, this particular phraseology and philosophy is an extreme case of such fanaticism. I would not say of the worst fighting, let alone the best, that it ever began in a bodily madness called blood-lust.

Thus, I think it true to say that Prussia waged wars of aggression to establish a terrorism in Europe. But I think it idiotic to say that Bismarck went about with his tongue hanging out, wanting to lap up blood like a wild beast. I said at the time of the South African War that our policy was unjust and aggressive; but I never said that the late Lord Milner was foaming at the mouth with a form of epilepsy called blood-lust. To say it of the nobler sort of fighter, like Nelson or Foch, seems too contemptible to be talked about. But indeed, as I have said, all this notion of an alleged lust for carnage is an extreme notion, of the general nature of a nightmare. It is only important to my argument here

because, if these people do believe that there is such a lust, they must, on these psychological principles, accept all the awful responsibility of thwarting and imprisoning such a lust. But the argument is just as cogent against the rather more reasonable people who would not call it a lust, but rather a longing or desire. If a politician really wants to go to war with a neighbouring State, will it not be very bad for

orphans? Have we considered the medical effects on a usurer of not being allowed to find his natural outlet in usury? At any rate, I cannot see why the particular passions that happen to ruin homes and break hearts and degrade the dignity of love and marriage should be the only passions that must never, under any circumstances, be under human control.

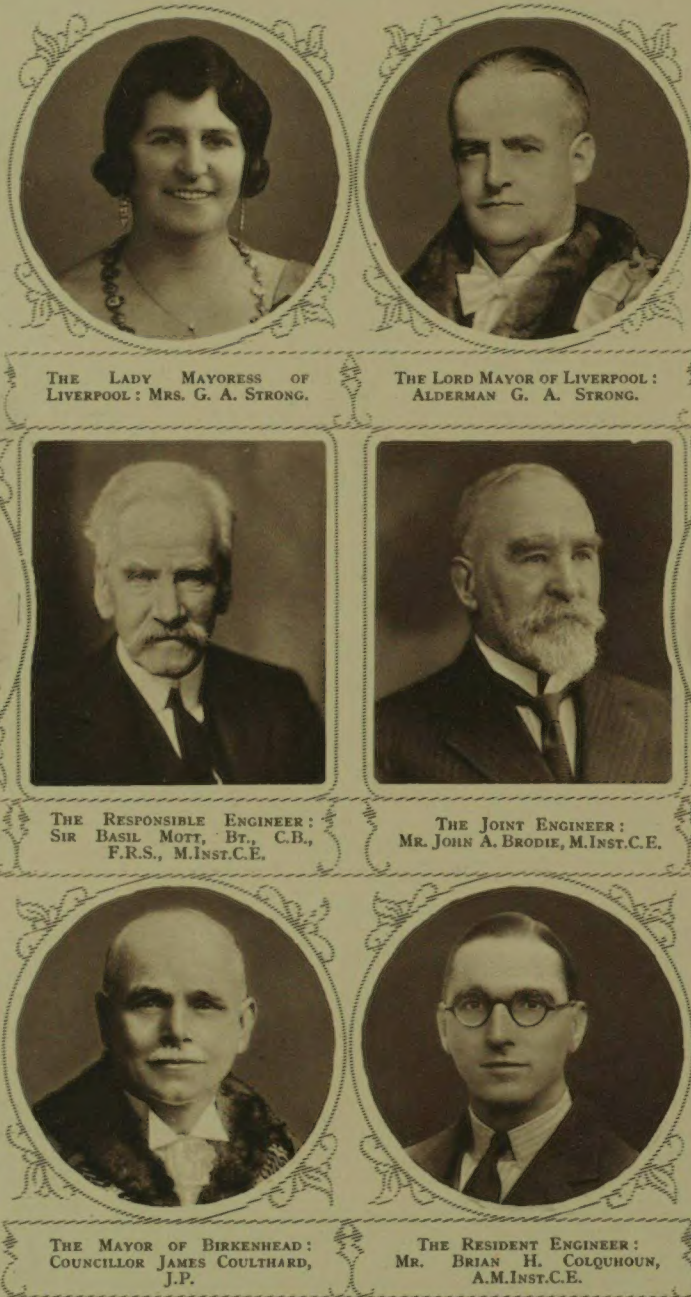
Second; I have another objection to this notion, and that is that it is intrinsically a nonsensical notion. It does not correspond to the common sense or actual experience of mankind. According to the theory, as originally put on paper, the people whose lives are specially clean and controlled ought to be the feverish and hysterical and partially crazy people, and we all know they are not. On the other hand, we all know, and through thousands of years of recorded history human beings always did know, that the men who really became feverish and fantastic and given over to worse and worse forms of caprice were the men who had indulged themselves too much and not too little; the men who had never suffered from a single inhibition; the men who had never repressed

a single libido. Of course, it ought not to be like that, if the theories were correct; if a man were an animal; if a cat were a dog; or if bad psychology were the key to good history. But it was like that, and is like that; and the facts will continue to recur long after the fads are forgotten.

Only, as I have hinted, there always seems to be something a little hazy and bewildering

about these discussions, as now conducted; because people do not discuss the rights and wrongs of their theory of the nature of man, but only the rights and wrongs of a thousand minor applications of a theory that has not yet been stated at all. Of course, the nature of man is only another name for human nature. But the disputants only discover at the end that they mean different things when they call that nature human; and the version of it given by one may strike the other as not being human at all. This is worse than starting with another man a lucid and intellectual debate about whether he is a cat and I am a dog. This rather resembles my having a long and leisurely conversation with a stranger on a railway journey, turning on the weather and the week's news, and only beginning to guess, at the very end, that he thinks I am a rhinoceros. In this particular case, the writers of the school I have mentioned have a subconscious prejudice, apparently out of the reach of their own enquiries into the subconsciousness. They are psycho-analysts who ought to be psycho-analysed. Then their opponents might really learn what primæval legend is really at the back of their minds when they talk so strangely about blood-lust, or so bitterly about inhibitions. As it is, they take their faith so much for granted that they forget it. They forget even to mention that man is an animal, when to me they seem to be assuming that man is a monster.

May I save myself from one misunderstanding and correction? I know all about the gloss which suggests that passions can be sublimated and not repressed; and, in these writers, I find it a little unconvincing. I sympathise as much as they do with the poor fellow who is in love with his neighbour's wife, though I think it more normal to sympathise first with the neighbour. But how his love for a particular woman is sublimated into an interest in the London School of Economics I have never quite understood.



THE LADY MAYORESS OF LIVERPOOL: MRS. G. A. STRONG.

THE LORD MAYOR OF LIVERPOOL: ALDERMAN G. A. STRONG.

CHAIRMAN OF THE MERSEY TUNNEL JOINT COMMITTEE: ALDERMAN SIR THOMAS WHITE.

THE RESPONSIBLE ENGINEER: SIR BASIL MOTT, B.T., C.B., F.R.S., M.INST.C.E.

THE JOINT ENGINEER: MR. JOHN A. BRODIE, M.INST.C.E.

THE ARCHITECT OF THE BUILDINGS: MR. HERBERT J. ROWSE, F.R.I.B.A.

THE MAYOR OF BIRKENHEAD: COUNCILLOR JAMES COULTHARD, J.P.

THE RESIDENT ENGINEER: MR. BRIAN H. COLQUHOUN, A.M.INST.C.E.

#### THE OPENING OF THE MERSEY TUNNEL BY THE KING: PERSONALITIES CONNECTED WITH THE GREAT ENGINEERING WORK AT LIVERPOOL AND BIRKENHEAD.

The Mersey Tunnel Joint Committee was set up in 1925 to carry out the powers conferred by the Mersey Tunnel Act. The first chairman was the late Sir Archibald Salvidge, to whom the initiation of the project was largely due. On his death in 1928 he was succeeded by Sir Thomas White, of Liverpool. The Engineer responsible to the Committee is Sir Basil Mott, of Mott, Hay and Anderson, Westminster, and associated with him as Joint Engineer is Mr. John A. Brodie, for many years City Engineer of Liverpool. Both are Past Presidents of the Institution of Civil Engineers. The Architect to the Committee is Mr. Herbert J. Rowse, of Martin's Bank Building, Liverpool, who has also acted as consultant to the Engineer on architectural work. The Resident Engineer is Mr. B. H. Colquhoun.

the politician's health if he does not get what he wants? If a Prince is bent upon issuing a declaration of war, will not the Court physicians, if they are psycho-analysts, dread the nervous reaction which will ensue on not letting him follow his bent? Is not Peace itself an Inhibition? Is not Pacifism itself an ancient tribal taboo, choking the normal appetite of Patriotism? It will be understood, I trust, that I am not stating my views; I am merely applying theirs. The same argument would apply, for that matter, to certain modern evils which I happen to loathe even more than they do. Is it safe to inhibit the poor gentleman who ardently wishes to sweat workmen or swindle widows and



# THE CHILDREN'S BEACH AT THE TOWER—SHORTLY TO BE DEDICATED.

DRAWN BY OUR SPECIAL ARTIST, STEVEN SPURRIER, R.O.I.



THE TOWER FORESHORE LEGALISED AND MADE SAFE FOR CHILDREN, WITH A LADDER (BACKGROUND) AND A BOATMAN PATROLLING: JOYOUS SCENES ON THE CHILDREN'S BEACH, WHERE BATHING WAS ONCE A CAPITAL OFFENCE.

A popular item in the Tower Hill Improvement scheme, promoted by the Rev. P. B. Clayton, of Toc H fame, Vicar of All Hallows, Barking-by-the-Tower, will reach fruition on July 23, the date fixed for the dedication of the Tower foreshore as the Children's Beach. The ceremony will inaugurate the youngsters' legal use of the beach and also the removal of risks, for there have been many fatal accidents. As mentioned in "Tower Hill Regained?" (reviewed on page 92) children playing or bathing there have hitherto been endangered by the rising tide. "Both Tower Stairs and Irongate Stairs are rendered inaccessible from the beach before the beach itself becomes submerged." This danger has been overcome by the provision of a ladder, or stairway, connecting

the beach with Tower Walk. An official boatman will also patrol the beach. Gratitude for these new privileges is due to the Constable of the Tower, who, as the King's direct representative, is supreme within its precincts. The Tower is a Royal Fortress and Palace, and the foreshore, up to dead low tide, is thus vested in the Crown. In mediæval days persons bathing there were liable to the death penalty, an enactment probably meant to frustrate attempts to rescue prisoners by water. Hitherto any intrusion on the beach has still constituted a formal trespass on Crown land. The flight of steps seen on the left in the drawing is known as "Queen's Stairs" and reserved by tradition for members of the Royal Household.



## THE KING'S SEVENTH STATE VISIT TO EDINBURGH: ROYAL OCCASIONS IN THE SCOTTISH CAPITAL.



AFTER ATTENDING DIVINE SERVICE IN THE CATHEDRAL: THE KING AND QUEEN LEAVING ST. GILES'S—HIS MAJESTY ESCORTED BY DR. WARR, DEAN OF THE ORDER OF THE THISTLE.



ON THE DAY OF THE GARDEN-PARTY AT THE PALACE OF HOLYROODHOUSE: THE QUEEN ON HER WAY TO JOIN THE ASSEMBLED GUESTS AFTER SHE HAD INSPECTED NURSES OF THE QUEEN'S INSTITUTE OF DISTRICT NURSING, SCOTTISH BRANCH, DRAWN UP IN THE GROUNDS.



THE GARDEN-PARTY AT THE PALACE OF HOLYROODHOUSE, FOR WHICH SOME TEN THOUSAND INVITATIONS WERE ISSUED: A PANORAMIC PHOTOGRAPH, SHOWING THE WHOLE PALACE, WITH THE RUINS OF HOLYROOD ABBEY ON ITS RIGHT (IN THE PHOTOGRAPH), AND ONLOOKERS VIEWING THE PROCEEDINGS FROM THE SLOPES OF ARTHUR'S SEAT.



AT EDINBURGH CASTLE: HER MAJESTY THE QUEEN SHAKING HANDS WITH LADY THOMSON, THE LADY PROVOST OF EDINBURGH, IN THE SHADOW OF FIFTEENTH-CENTURY "MONS MEG," WHICH NOW HAS A NEW AND APPROPRIATE CARRIAGE GIVEN BY THE LORD PROVOST.

As we noted in our last issue, when illustrating the welcome accorded to their Majesties in Edinburgh, the King and Queen reached the Palace of Holyroodhouse on the evening of July 9. Numerous engagements followed, some of them public, some private, for, although the visit was a State one, affairs were so arranged that the royal programme did not consist solely of functions. Our photographs are self-explanatory; but we may say something of "Mons Meg," quoting the "Scotsman": "The famous fifteenth-century piece of ordnance has for many years been supported by a carriage of modern design, but it now possesses one of



THE KING AS COLONEL-IN-CHIEF OF THE SCOTS GUARDS: HIS MAJESTY WHEN HE INSPECTED THE ROYAL GUARD OF HONOUR OF SCOTS GUARDS AT THE PALACE OF HOLYROODHOUSE.

Scottish oak, copied from an old carving in the inner side of the gateway arch of the Castle. . . . 'Mons Meg' itself is a massive and solid piece of ordnance, measuring 13 ft. 4 in. in length, and capable, according to old records, of projecting an iron ball 1408 yards or a stone one 2867 yards. The chase measures 9 ft. 2½ in. . . . It was probably made in Flanders. . . . In 1759 the veteran was removed to the Tower of London, where it remained until 1829, when, through the efforts of Sir Walter Scott and other patriotic spirits, it was returned to Scotland and escorted from Leith to the Castle with full military honours."



## THE STATE VISIT TO EDINBURGH: SERVICE; AND OCCASIONS FORMAL AND INFORMAL.



THE QUEEN, AS EVER, INTERESTED IN ANTIQUES: HER MAJESTY LEAVING A DEALER'S, WHILE SHOPPING DURING THE ROYAL VISIT TO EDINBURGH.



SERVITIUM LAVACRI: THE PRESENTERS OF BASIN, EWER, AND DAMASK NAPKIN TO THE KING—SERVICE OFFERED BEFORE THE DRAWING-ROOM AT THE PALACE OF HOLYROODHOUSE (SEE BELOW).



THE ROYAL VISIT TO THE NAVAL AND MILITARY MUSEUM: THE KING LEAVING AFTER HAVING SEEN THE COLVILLE COLLECTION OF SCOTTISH ARMS, THE FINEST IN THE WORLD, AND OTHER FAMOUS EXHIBITS.



THE KING AND QUEEN AT ST. GILES'S: THEIR MAJESTIES' ARRIVAL AT THE CATHEDRAL FOR DIVINE SERVICE, WHEN THE SERMON WAS PREACHED BY THE VERY REV. DR. CHARLES WARR, DEAN OF THE ORDER OF THE THISTLE AND OF THE CHAPEL ROYAL IN SCOTLAND.



THE QUEEN'S PRE-GARDEN PARTY INSPECTION OF NURSES OF THE QUEEN'S INSTITUTE OF DISTRICT NURSING, SCOTTISH BRANCH, IN THE GARDEN OF THE PALACE OF HOLYROODHOUSE: HER MAJESTY PASSING ALONG THE LINE.



THE KING AND QUEEN AT THE "SCOUTIN' SCHAW" AT DREGHORN: THEIR MAJESTIES "DEPUTISING" FOR THE DUKE AND DUCHESS OF YORK, WHO WOULD HAVE ATTENDED BUT FOR THE DUKE'S POISONED HAND.

In the Court Circular dated "Palace of Holyroodhouse, July 10," appeared the following: "Previous to the Afternoon Drawing Room, Mr. J. D. Houson Craufurd offered the service of 'Servitium Lavacri,' which His Majesty was graciously pleased to accept." In the photograph reproduced above are (centre) Mr. J. D. Houson Craufurd of Craufurdland, laird of Braehead; his brother, Mr. A. Houson Craufurd, Scots Guards; and his cousin, Mr. Reginald Fairlie, R.S.A., with basin, ewer and damask napkin. As to the ceremony, we quote the "Scotsman": "A romantic story is attached to the institution of this act of homage. The grant of the farm of Braehead,

Cramond Bridge, near Edinburgh, was originally made by James V. to a certain Jock Houson, who rescued the King when he was attacked while in disguise. Houson afterwards washed and dressed the King's wounds, and the gift of the farm was made in gratitude. With the gift was a proviso that whenever a King of Scotland passed Cramond Bridge the holder of the farm should be ready to present a ewer and basin for the washing of the Royal hands. This condition still holds, and the ewer and basin and napkin used yesterday are kept specially for the occasion." The ewer and basin, it may be added, are of silver.



# A BREATHING-MASK THAT MAKES MAN A MERMAN: JULES VERNE EFFECTS.



A REMARKABLE DEMONSTRATION WITH A NEW TYPE OF BREATHING APPARATUS FOR USE UNDER WATER: A SWIMMER EQUIPPED WITH MASK AND AIR-CYLINDER DESCENDING TO THE BOTTOM.



GUARDIAN OF SOME FANTASTIC SUBMARINE REALM? THE INVENTOR, WITH HIS MASK (WHENCE AIR IS SEEN ESCAPING UPWARD) AND HIS PNEUMATIC GUN, AT A DEPTH OF 16 FT. IN A PARIS AQUARIUM.



A MODERN TRITON AND NAIAD: COMMANDANT LE PRIEUR (THE FRENCH NAVAL AIRMAN WHO INVENTED THE UNDER-WATER BREATHING APPARATUS) AND A FRIEND, Mlle. SUZET MAÏS, EACH EQUIPPED WITH WINDOWED AIR-MASK AND AIR-CYLINDER, DEMONSTRATING THE POSSIBILITIES OF THE DEVICE ON THE AQUARIUM FLOOR.

"An officer of the French naval air force," we read in an article published with these interesting photographs, "has realised, within certain limits, the apparatus which Jules Verne imagined for the heroes of his 'Twenty Thousand Leagues under the Sea.' He has experimented with it and so have his friends, even some young women, especially in the Mediterranean, and the coast at St. Raphael has no secrets for him. This apparatus consists of a rubber mask (fitted with a small port-hole, or window) into which, through a flexible tube, flows air from a cylinder attached to the shoulders and chest. This

cylinder, which contains three litres of compressed air, is identical with those used for inflating motor tyres; it can therefore be re-charged in any garage. An indicator with two dials is attached to the window: one dial shows the air-pressure in the cylinder and permits control of the reserve quantity; the other indicates the pressure of the air conveyed into the mask. The weight of the cylinder is ballast enough to enable a man to move in water as easily as fish, though less rapidly. To complete his rivalry with Jules Verne's hero, Cdr. Le Prieur has also made a pneumatic carbine with light darts."



## IN THE CRYSTAL-CLEAR WATERS OF SILVER SPRINGS: MERMAID EFFECTS.



A SUBAQUEOUS PHOTOGRAPH THAT SHOWS THE EXTRAORDINARY CLARITY OF THE WATER IN SILVER SPRINGS, FLORIDA: MISS EILEEN PERRY, A DIVER AND UNDER-WATER FILM ACTRESS, IN A "MERMAID" POSE WITH TROPICAL FISHES SWIMMING AROUND HER.



PHOTOGRAPHED THROUGH WATER SO CLEAR THAT SMALL OBJECTS ARE VISIBLE IN MINUTEST DETAIL AT A DEPTH OF FORTY FEET OR MORE: MISS EILEEN PERRY MAKING FRIENDS WITH THE FISHES—ANOTHER MERMAID-LIKE PHASE OF HER DIVING PERFORMANCES IN SILVER SPRINGS, FLORIDA.

These beautiful under-water photographs, which it is interesting to compare with those on the opposite page (illustrating a demonstration of a new submarine breathing-mask in a Paris aquarium), were taken in Silver Springs, near Ocala, Florida, most famous of many springs in that State. "The water [we read in "Nature Magazine"] is exceedingly clear, as is all water from limestone formations, and possesses a peculiarly transparent quality. Many writers have admired its under-water marvels and have painted graphic word-pictures of this beautiful and unique scene. The main basin might be compared to a giant

limestone bowl, from the bottom of which water boils up from numberless orifices, large and small, in the rock. Small objects are visible in minutest detail at a depth of forty feet or more, and the remarkable colouring of the water varies with changing weather conditions. Crevices and fissures in the ledges create a variety of under-water scenery, and fanciful names have been given to different parts of the spring—Blue Grotto, Florida Snow Storm, Bridal Chamber, Sunken Gardens, Catfish Hotel, Mammoth Rock Ledge, Great Cavern, Valley of a Thousand Boiling Geysers, and others. Fish of many kinds abound."



# BOOKS OF THE DAY.

BRITISH shipping has "caught the Speaker's eye" a good deal of late, what with subsidies and mergers and new Cunarders, not to mention the National Maritime Museum at Greenwich. All this is as it should be, seeing that so much of our island story has been, so to speak, "writ in water." The ocean is the highway of the British Commonwealth, and seaborne trade and communications are vital to our national existence. All British readers, therefore, will welcome a book of outstanding merit and infinite research that adds a splendid chapter, from one part of the Empire, to the annals of the mercantile marine. I refer to "SHIPS AND SOUTH AFRICA." A Maritime Chronicle of the Cape. With particular reference to Mail and Passenger Liners from the Early Days of Steam down to the Present. By Marischal Murray. With Foreword by General the Rt. Hon. J. C. Smuts; and 332 Illustrations (Oxford University Press and Humphrey Milford; 35s.). General Smuts points out that most writers on South Africa's maritime history have confined themselves to the days of sail, while "the equally absorbing story of the merchant steamship" has not been adequately told. "Mr. Marischal Murray's comprehensive survey," he adds, "provides the first detailed history of the steamships and shipping companies that have played so great a part in the development of the Dominion. . . . I commend it as a valuable addition to the historical literature of our country."

If romance "brings up the nine-fifteen," it certainly pervades the wharves where great ships arrive and depart. This large and lavishly pictured volume is a case in point. It teems with thrilling stories of the sea in war and peace—with fights and escapes, disasters and wrecks (such as those of the *Birkenhead* and the *Waratah*), deeds of heroism, and many an incidental yarn or allusion to some famous personality; while for seafaring folk it provides a perfect mine of information about particular ships and their careers. The section on the Great War period, with the life-and-death struggle against the German raiders, submarines and mines, is of special value, recording many little-known details. Incidentally, the author declares that the success of the campaign against German South-West Africa "was almost entirely due to the maintenance of sea communications with the Cape and also to the proper functioning of the transport service." Some home-spun verses by a Naval Transport officer, in a Kipling-cum-Macaulay vein, are quoted in support of this view. One stanza runs:—

It's just these cheerful Tug-men  
And coloured Lighter-hands  
Who make Jan Smuts' and Botha's  
Campaign across the sands.

My scene now shifts to London, and first to a spot not a thousand miles from South Africa House, where the golden springbok looks rather nervous of the lions at the foot of Nelson's column. Many allusions to service in South Africa, by various officers at various periods, occur in "THE ARMY AND NAVY CLUB, 1837—1933." By Captain C. W. Firebrace, F.S.A. With Foreword by Col. Sir Simeon H. L. Stuart, Bt., Chairman of the Committee, 1932-3, and thirteen Illustrations (Murray; 12s.). This record of the famous club, familiarly known as "the Rag," which is within four years of its centenary, has an appeal extending far beyond its own walls, for many of its members have been national figures, and as a picture of Victorian club life and subsequent changes it forms an interesting page of social history. Not the least of its claims on the general reader is its wealth of amusing anecdote.

The author quotes several references to records of the "Rag's" doings from early numbers of *The Illustrated London News*. Thus, our issue of March 8, 1851, contained an account of the club's formation and progress, with an engraving of its staircase; and in that of May 15, 1858, was an illustrated description of a banquet given to Marshal Pelissier, Duke of Malakoff, then lately arrived in London as French Ambassador. On that occasion a prophetic toast was "*L'entente cordiale*." One cherished tradition destroyed by recent research is that associating the site of the Club with a house once occupied by Nell Gwynne. It has now been proved that this belief rested on the error of an antiquary, who "mistook one actress for another, and wrote Nell Gwynne when he should have written Moll Davis." The latter also enjoyed the favour of Charles II., and bore him a daughter, known as Lady Mary Tudor. Moll's portrait, by Lely, is among the illustrations to the book, which contains also a catalogue of the pictures and statuary in the Club's possession.

Wending my way eastward from Pall Mall, I now find myself immersed in the chronicles of the City, through the pages of "THE ENGLISH TRADITION." The Heritage of the Venturers. A Survey of Six Centuries. By J. Aubrey Rees. With 8 Illustrations (Frederick Muller; 12s. 6d.).

Here we have, in a popular form and somewhat in the vein of Samuel Smiles, the story of the City Companies and the mediæval guilds from which they arose. Special attention is devoted to great "captains of commerce" through the ages, from Richard Whittington to Lord Wakefield, who have handed on the torch of British commercial probity, and have used their riches for the general welfare. Among the bygone worthies, I notice, is included John Percival, Lord Mayor in 1498, and the author recalls the romance of his marriage to a wealthy widow, who was "a native of Wyke St. Mary, named Bonaventure." He does not mention that her birthplace was a little Cornish village, now generally known as Week St. Mary. Her adventures are the subject of Hawker's story, "Thomasine Bonaventure," which occurs in his "Footprints of Former Men in Far Cornwall."

Although Mr. Rees is concerned in his interesting volume mainly with civic affairs, great business enterprises and philanthropic benefactions, in London and elsewhere, there is here also an element of seafaring, which is, indeed, inseparable from the history of British trade. Thus in a chapter dealing with the foundations of the Empire he touches on the exploits of the British merchant adventurers, the North-West Passage, the East India Company, the Hudson's Bay Company and, in recent years, the establishment of the Master Mariners' Company. Sir John Lavery's picture of this last occasion, showing the Prince of Wales receiving the grant of livery from the Lord Mayor, forms the frontispiece. Elsewhere the author refers to Hakluyt's voyages as "the real epic of the English people." The author's purpose is "to point a moral as well as to adorn a tale," and in his epilogue he writes: "At a time when the world seems to have lost its sense of direction, England, true to its age-old traditions, can make its definite contribution. . . . The one thing to be preserved, at all costs, is the traditional honour which has been for centuries the hall-mark of Englishmen in commercial and international relationships."

Before quitting the "Square Mile" I must



A WESTMINSTER ABBEY "FIND" THAT WAS FIRST DISCOVERED IN THE CORE OF A BUTTRESS, WHERE IT MUST HAVE BEEN PLACED BY ONE OF WREN'S WORKMEN: A STONE HEAD OF AN ABBOT—POSSIBLY JOHN ISLIP, THE LAST OF THE GREAT ABBOTS OF WESTMINSTER—REDISCOVERED IN THE ABBEY MUSEUM.

Mr. Laurence E. Tanner, Keeper of the Muniments at the Abbey, writes the following description of the carved head: "This remarkable carved stone head of an Abbot was rediscovered recently among a collection of carved stones in the Abbey Museum. All that is positively known about its history is that it was found originally in 1888 'in the core of the North East Buttress of the North Transept,' where it must have been placed as a bit of old stone by one of Sir Christopher Wren's workmen when the North Front was restored at the beginning of the eighteenth century. The head is rather less than life-size and dates from the late fifteenth century or the early sixteenth. The face has been carved with exceptional care and distinction. It may well be a portrait of the last of the great Abbots of Westminster, John Islip (d. 1532), in whose time Henry VII.'s Chapel was built."

not omit to mention a book that sets forth a great project for the reclamation of London's own historic "Acropolis," namely, "TOWER HILL REGAINED?" By P. B. Clayton and B. R. Leftwich. With Plans and Illustrations (Longmans; 2s. 6d.). The scheme so zealously promoted by the Rev. P. B. Clayton, Founder Padre of Toc H., and now Vicar of All Hallows, Barking-by-the-Tower, aims at doing for Tower Hill very much what Mussolini has done

for the classical monuments of Rome, by removing modern accretions of ugly warehouses and other buildings and restoring the surroundings of the Tower to their former dignity and spaciousness. This is the general idea, but there are many details in this ambitious plan which there is no room to enumerate here. "The cost of the whole scheme from end to end (we read) should not exceed £250,000." All Hallows Church contains a chapel to St. Nicholas, patron saint of sailors and known to children as Santa Claus. In it hang models of Drake's "Golden Hind" and other ships. It has been suggested that this chapel might appropriately provide "a home of the spirit" for the Master Mariners Company.

Tower Hill is a place of sinister memories, but the last execution there took place in 1780. The appeal of the present movement, as expressed on the title page, is: "Execute buildings and not men this time, if Great Tower Hill is to regain some semblance of its ancient amplitude." I stood on the Embankment the other day watching the execution of Waterloo Bridge—for many Londoners a painful sight—but the condemned buildings near the Tower, it seems, would hardly evoke a tear on æsthetic grounds.



The Tower Hill reclamation scheme has the patronage of the Prince of Wales, and Lord Wakefield is the President of the Council. Readers interested in the subject will find it treated in much fuller detail, and with an abundance of excellent illustrations, in the larger volume by the same two authors, "THE PAGEANT OF TOWER HILL" (Longmans; 12s. 6d.), from which the present little book is abridged.

The other day I was considering the possibility of making a book of typical scenes representing London life, the sort of book we should like to have about the London of Shakespeare's day or about ancient Rome and Athens. Now I find much the same idea actually carried out in "WONDERFUL LONDON TO-

DAY." By James A. Jones. Illustrated by Photographs and by Sketches from Life by Lunt Roberts (John Long; 10s. 6d.). Mr. Jones has given us a far more entertaining work than my transient notion would have produced, for I was thinking more of the obvious and familiar, but he takes us rather behind the scenes and into odd corners, among obscure people and occupations, and keeps largely to the seamy side. His knowledge of London is like Sam Weller's, "extensive and peculiar." I enjoyed particularly the description of the "busker," a dilapidated "scholar gipsy," who chanted Virgilian verse to theatre queues. This incident suggests, like the Latin inscription on a certain emporium in Tottenham Court Road, that (to vary a Chicago man's remark to Matthew Arnold) "there's a darned sight more classical culture in London than you'd think for." It is really a delightful book, while the numerous drawings are equally attractive and in keeping with the humour of the text.

Another aspect of London life, familiar enough externally but little known to the public from the inside, is revealed in "HYDE PARK ORATOR." By Bonar Thompson. With Preface by Sean O'Casey; and Portrait Frontispiece (Jarrolds; 10s. 6d.). The author, who alludes once to Tower Hill as a "dinner-hour speaking-pitch," tells us that in the "course of nine years of continuous oratory in Hyde Park" he has addressed millions of people, and that by 1930 he was established there as the leading free-lance speaker. During those nine years he appears to have developed from a fiery Socialist into a scathing critic of Socialism. Often though I have paused, from time to time, before one or other of the rostrums "around the Marble Arch," I never expected to read an autobiography by any of those motley sons of Cicero. This book reveals the conditions of the profession, and an irresponsible, undisciplined mentality, which, I should imagine, is rather typical of the genus. Mr. Sean O'Casey's preface differs from practically all prefaces I have ever read, as being exceedingly candid and critical, though not unkind to a fellow Irishman.

C. E. B.



# NAVAL FRATERNIZATION: NOTEWORTHY BRITISH, GERMAN, AND SWEDISH VISITS.



SWEDISH SUBMARINES VISITING ABERDEEN: THE "ILLERN," "BAVERN," AND "UTTERN"—THREE VESSELS CONSTITUTING A CLASS—VIEWED BY INTERESTED SPECTATORS ON THEIR ARRIVAL FOR A FOUR DAYS' STAY.

The Swedish submarines "Illern," "Bavern," and "Uttern," which were at Aberdeen from July 12 until the 15th, form a class in themselves. They were launched at Karlskrona in 1921. Their dimensions are: 189'3 by 18'6 by 9'8 ft. They are of 500 tons—650 submerged—and have a submerged speed of nine knots. Their radius is 300 miles at 15 knots on the surface; 54 miles at 6 knots submerged. Their guns are one 6-pounder A.A. and one M.G. They carry eight torpedoes.



ON HER WAY TO STETTIN FOR THE FIRST BRITISH NAVAL VISIT TO THAT PORT SINCE THE WAR: H.M.S. "LEANDER" PASSING THE GERMAN NAVAL BASE OF SWINEMÜNDE. H.M.S. "Leander," flag-ship of the Second Cruiser Squadron, paid a visit to Stettin early this month, in the course of a summer cruise in the Baltic. The occasion was the first British naval visit to that port since the Great War. Before that—June 1927—the Fourth Destroyer Division had paid the first British naval visit since the war to the German naval base of Swinemunde, from the East Mole of which our photograph of the "Leander" was taken.

The German cruisers "Königsberg" and "Leipzig" arrived in Portsmouth Harbour on the morning of July 11 for a four days' visit; and there was an exchange of salutes between them and the naval and military shore batteries, the German Rear-Admiral's flag-ship firing twenty-one guns in honour of the country and seventeen in honour of the Commander-in-Chief of the port. The occasion was remarkable from the fact that German armed vessels were visiting an English naval port for the first time since 1914. In the afternoon, Sir John Kelly, the Commander-in-Chief, and Lady Kelly gave a garden-party at Admiralty House, at which Rear-Admiral Kolbe and the chief German officers were guests. Many were welcomed aboard the German cruisers during their stay. On July 12, Admiral Kolbe and the Captains of the two visiting cruisers called on the First Lord of the Admiralty at the Admiralty. Afterwards, they were entertained to lunch at the German Embassy; saw some of the London sights; and, at night, attended a reception in their honour at the German Embassy. Meantime, a number of ratings from the ships saw something of London, including the Tower. When the visit came to an end, it was understood that the cruisers would return to Germany via the North Sea and the Baltic, and that they were to make an instructional cruise in the Atlantic.



THE GERMAN CRUISERS "KÖNIGSBERG" (LEFT) AND "LEIPZIG" AT PORTSMOUTH: THE FIRST VISIT OF GERMAN ARMED VESSELS TO AN ENGLISH NAVAL PORT SINCE 1914.



THE FLAG SHIP "KÖNIGSBERG" ARRIVING AT PORTSMOUTH: REAR-ADMIRAL KOLBE'S FLAG-SHIP, WHICH FIRED A SALUTE OF TWENTY-ONE GUNS TO THE COUNTRY AND SEVENTEEN TO THE COMMANDER-IN-CHIEF OF THE PORT.



THE COMMANDER-IN-CHIEF, PORTSMOUTH, IN THE GERMAN FLAG-SHIP: ADMIRAL SIR JOHN KELLY, ACCOMPANIED BY REAR-ADMIRAL KOLBE, INSPECTING THE GUARD OF HONOUR IN THE VISITING CRUISER "KÖNIGSBERG."



## A WINDOW ON THE WORLD:



AFTER THE RESCUES FROM CHINESE PIRATES EFFECTED BY BRITISH NAVAL AIRCRAFT: A GROUP ON BOARD H.M.S. "SUFFOLK" INCLUDING RESCUED OFFICERS AND PASSENGERS.

On June 17 Chinese pirates attacked the British steamer "Shuntien," looted it, and carried off five British subjects—Lieuts. J. D. Luce, R.N., and P. L. Field, R.N. (both submarine officers); Mr. G. D. Nicholl, an insurance agent; Mr. G. L. Brand, Second Officer of the "Shuntien," and Mr. H. M. Watson, Second Engineer—besides a Japanese and twenty Chinese. Aeroplanes from H.M. Aircraft-Carrier "Eagle" rescued the British captives and Mr. Sun Tien-ling, a Chinese official. Our group shows (l. to r.), front row—Messrs. Brand, Watson, and Sun Tien-ling, Admiral Sir F. Dreyer, C.-in-C. China; Captain L. V. Wells (H.M.S. "Eagle"), Mr. Nicholl and Captain Manners; back row—officers including Lieuts. Luce and Field (4th and 5th from right).



FLOOD-LIGHTING IN LIVERPOOL DURING THE MERSEY TUNNEL OPENING CELEBRATIONS: A CLOCK-TOWER, OF THE LIVER BUILDING SURMOUNTED BY THE LIVER BIRD. Celebrations at Liverpool in connection with the opening of the Mersey Tunnel (fully illustrated in this number) include flood-lighting of the city's principal buildings. The Royal Liver Building, situated at the Pierhead and overlooking the river, contains the offices of the Royal Liver Friendly Society. The two towers (295 ft. high) are surmounted by figures of the liver (pronounced "lyver"), a mythical bird from which the city is supposed to derive its name.



MR. LLOYD GEORGE SHAKING HANDS WITH THE ARCH DRUID AT CARNARVON CASTLE, AT THE PROCLAMATION OF NEXT YEAR'S EISTEDDFOD, TO BE HELD THERE.

As a bard and a member of the Gorsedd, Mr. Lloyd George attended on July 12 the ceremony at Carnarvon Castle, of which he is the Constable, in connection with the proclamation of the Welsh National Eisteddfod to be held there next year. The proclamation ceremony took place on the spot where, twenty-three years ago, was held the investiture of the Prince of Wales, and beside the walls of the Castle where, according to tradition, the first Prince of Wales was born.



NEW DRUMS FOR THE 1ST AND 2ND BATTALIONS, THE MANCHESTER REGIMENT, PRESENTED TO THE KING, AS ITS COLONEL-IN-CHIEF, DURING THE ROYAL VISIT TO MANCHESTER.

When the King and Queen arrived at Manchester Town Hall during their visit to the city on July 17, the Lord Mayor of Manchester, on behalf of the subscribers, presented to his Majesty, as Colonel-in-Chief of the Manchester Regiment, two sets of silver drums for the 1st and 2nd Battalions of the Regiment. These drums are shown in the above photograph, and on another page of this number will be found an illustration of the actual ceremony of presentation.



THE DUCE EARNS 2S. 2D. BY AGRICULTURAL LABOUR: SIGNOR MUSSOLINI WORKING AMONG THE THRESHERS AT A FARM IN THE RECLAIMED PONTINE MARSHES.

Signor Mussolini worked on a farm near Littoria, a new rural centre in the reclaimed Pontine marshes, on July 9. He was surrounded by members of his Cabinet, Fascist party chiefs, and Italian and foreign correspondents. Amid loud cheers he received the equivalent of 2s. 2d. for three hours' toil, during which he threshed 70 bushels of wheat. He worked in a short-sleeved sports shirt; and wore a dark blue beret, until a countrywoman handed him a sun hat.



A HISTORIC POST IN THE UNITED STATES RESTORED: FORT NIAGARA, AS IT NOW APPEARS—A VIEW TAKEN FROM THE AIR.

The correspondent who sends us this photograph notes: "Historic Fort Niagara has been brought back to a semblance of its former appearance after seven years' work and the expenditure of over half a million dollars. The fort will be opened officially during the celebrations by three nations here in September." In this connection, it is interesting to recall that a number of anniversaries have been celebrated in Canada this year.



## EVENTS AT HOME AND ABROAD.



HOLDING THE CANADIAN MACE (CAPTURED BY U.S. FORCES IN 1813) RECENTLY RESTORED TO CANADA: ADMIRAL LEAHY (LEFT) AND LIEUT.-COM. HEIMBURG, OF THE U.S. NAVY.

An interesting ceremony, due to a friendly and generous act on the part of the United States Government, took place at Fort York, Toronto, on July 4, when Mr. Warren D. Robbins, U.S. Minister to Canada, formally presented to the Lieutenant-Governor of Ontario, Mr. Herbert Bruce, the mace of the Upper Canada Legislature, which had been in American possession for 121 years. It was captured by United States forces, invading Upper Canada, at the time of the Battle of York on April 27, 1813. York was the name by which Toronto was known until its incorporation as a city in 1834—an event whose centenary was lately celebrated. The mace was brought to Toronto in the U.S. gunboat "Wilmington," which was welcomed on her arrival, on July 3, by the Mayor of Toronto. Admiral Leahy then conveyed the mace to Fort York, escorted by a guard of honour from the "Wilmington."



AT FORT YORK, TORONTO, WHEN THE MACE WAS RESTORED: (L. TO R.) MR. HERBERT BRUCE, GOVERNOR OF ONTARIO; MR. WARREN D. ROBBINS, U.S. MINISTER TO CANADA; MRS. BRUCE; MRS. ROBBINS; BRIGADIER ANDERSON, AND ADMIRAL LEAHY.



THE MASTERPIECE OF THE WEEK AT THE VICTORIA AND ALBERT MUSEUM: AN 18-CENTURY FRENCH PORCELAIN FIGURE OF A RIVER-GOD, IN MENECY WARE. A French factory for making porcelain of the Chinese type was set up at Menecy in 1748 by François Barbin, and came to an end in 1773. The above figure of a river-god, from the collection of French porcelain given to the Museum by the late J. H. Fitzhenry, well illustrates the peculiar beauty of the material, the more so for having been left without the coloured enamelling usual in Menecy ware.—(By Courtesy of the Museum. Crown copyright reserved.)



THE SEVENOAKS CRICKET BI-CENTENARY WEEK: AN EIGHTEENTH-CENTURY BAT, FROM WHICH COPIES WERE MADE FOR A COMMEMORATIVE MATCH (SEE ILLUSTRATION BELOW).



THE FIRE AT FREIBURG UNIVERSITY: SMOKE POURING OUT OF THE ROOF OF THE BUILDING, OF WHICH THE CENTRAL PORTION AND ONE WING WERE DESTROYED.

Fire broke out in the central dome of Freiburg University on July 10, and spread rapidly. The copper roof of the dome melted and fell into the festival hall, destroying valuable frescoes. The south and west wings were gutted, in spite of the efforts of students, who reinforced the fire brigade. Lack of water owing to drought hampered the work. The cause of the fire is believed to have been an electrical short-circuit.



CRICKET IN THE STYLE OF 1734, AS IN THE BI-CENTENARY MATCH PLAYED AT SEVENOAKS: (L. TO R.) MESSRS. H. M. SAYERS, G. D. DURTNELL, AND D. BRAITHWAITE (A SPECTATOR).

The two photographs immediately above illustrate the Cricket Bi-Centenary Week at Sevenoaks, from July 16 to 21. Among other events the programme announced, for July 21: "On the Vine. The Bi-Centenary Match between Major-General the Lord Sackville and ten other Gentlemen of Kent, and Captain the Viscount Gage and ten other Gentlemen of Sussex. The match to be played in the costumes of 1734, and, as far as may be practicable, according to the rules and customs of that period." In our lower photograph the batsman is Mr. Geoffrey D. Durtneil, captain of the Sevenoaks Vine Cricket Club, the wicket-keeper, Mr. H. M. Sayers, Hon. Treasurer; and the spectator, Mr. D. Braithwaite, Hon. Secretary.



## RAMSGATE'S CHARTER JUBILEE PAGEANT.

Ramsgate's Charter Jubilee Pageant was opened by the Lord Mayor of London on July 16. It takes place in Ellington Park, and has continued for a week. The Lord Mayor was accompanied by his Sheriffs and the Mayors of seventeen Kent towns. On his arrival at Ramsgate he inspected a guard of honour of the 4th Battalion The Buffs (Territorial). In his speech declaring the Pageant open, he said that it was being held in a corner of Kent that not only gave birth to Britain's Christianity and laid the foundation-stone of England's future greatness, but where also was reborn the religion of an Empire. Other distinguished people who arranged to visit the Pageant were Lord Allenby, who, it was stated, would open it on Thursday, July 19; the Archbishop of Canterbury, who arranged to open it on Friday, July 20; and Lord Reading, Lord Warden of the Cinque Ports, who arranged to open the Pageant to-day, July 21. One of the episodes in the Pageant, not illustrated here, depicts Queen Elizabeth at the St. Laurence Fair in 1571, receiving assurances of the villagers' devoted loyalty and the absence of local smuggling.



A NAPOLEONIC WARS EPISODE OF THE RAMSGATE PAGEANT: "LOYAL FORT VOLUNTEERS" READY TO ENACT THE INCIDENT OF THEIR REVIEW BY WILLIAM PITT.



THE "GOOD OLD DAYS" ON THE SANDS AT RAMSGATE IN THE RAMSGATE PAGEANT: AN EARLY VICTORIAN BATHING-MACHINE EPISODE.



GEORGE IV. IN THE RAMSGATE PAGEANT: LADIES IN DRESSES OF THE PERIOD BEING PRESENTED TO "HIS MAJESTY," ON THE OCCASION ON WHICH RAMSGATE HARBOUR WAS DECLARED ROYAL (1821).

## THE "ENDEAVOUR" PREPARES TO SAIL.



THE "ENDEAVOUR" RE-RIGGED FOR THE TRANSATLANTIC VOYAGE: THE "AMERICA'S" CUP CHALLENGER BEING TOWED AWAY FROM PORTSMOUTH DOCKYARD, WHERE HER RACING MAST HAD BEEN REPLACED BY A CRUISING SPAR.



AFTER THE "STRIKE" OF SOME OF THE PROFESSIONAL HANDS ON THE "ENDEAVOUR" —WHICH LED TO THEIR BEING REPLACED BY AMATEURS: CAPTAIN WILLIAMS (THE SKIPPER; CENTRE) AND OTHER CONTENTED MEMBERS OF THE CREW.

The "Endeavour" has been prepared for her journey across the Atlantic to America, where she will compete for the "America's" Cup. It was announced that the yacht's afterguard during the Cup races at Newport would be Mr. Sopwith, helmsman and in command; Mr. Frank Murdoch, a young amateur acting in the forward part of the vessel in a capacity which may be described as first mate; Mr. Gerald Penny, an amateur yachtsman; and Mr. Charles Nicholson, designer and builder of the yacht. Mrs. Sopwith, it was announced, was accompanying her husband. In preparation for the Atlantic voyage, the "Endeavour's" mast was unshipped and a cruising spar stepped in its place. On July 15 a wage dispute occurred on the yacht, with the result that fourteen members of the crew left her. Captain G. H. Williams, the skipper, Captain Paul, the navigator, the mate, and the second mate, with several others, remained with Mr. Sopwith, and it was announced, would take the "Endeavour" to America. Mr. Sopwith had no difficulty in completing his crew with smart amateurs. The voyage across the Atlantic is expected to last some twenty-five days. In the event of calms the "Endeavour" will be taken in tow by Mr. Sopwith's motor-yacht "Vita."



# THE GOLDEN HOUSE OF NERO.

REMARKABLE DISCOVERIES AT THE DOMUS AUREA BUILT BY THE NOTORIOUS EMPEROR AFTER THE BURNING OF ROME IN 64 A.D.

*Translated from a Description supplied by Professor ALBERTO TERENCEZIO, in charge of the Excavations undertaken by the R. Soprintendenza ai Monumenti del Lazio.*

The clearance of the Domus Aurea, Nero's "Golden House," is one of the most interesting archaeological tasks undertaken by the Fascist authorities, who are laying bare more and more of ancient Rome. Previous efforts to bring to light the remains of this famous, if not notorious, palace were never carried to a conclusion. Professor Terenzio here describes the progress of this notable undertaking, which is of the greatest importance in allowing us to form a clear idea of the background of Imperial Court life while the Empire was at its height. As to the occupancy of the Palace, it is claimed that (although never finished) it was certainly inhabited—probably by Nero and certainly by the Emperor Titus (79–81 A.D.).

AFTER the famous fire in Rome in 64 A.D., Nero undertook the construction of a vast maze of buildings and gardens which reached from the Palatine across the Velia to the Mons Oppius, with the object of joining the Imperial Palace to the Villa of Mecænas on the Esquiline. Such was the sumptuousness of his work, and so great was the quantity of gold lavished on its decoration, that his contemporaries called it the "Domus Aurea." The architects, Severus and Celer, omitted nothing that might render the place beautiful and attractive to the eye. With them worked Fabullus, a painter of solemn mien who did not put aside his toga whatever the task

Later, when there was a shortage of building materials, the paraments of the walls were torn off.

In the nineteenth century, after an unimportant investigation by Cameron, under the Rezzonico Pope, the antiquarian Mirzi had the idea of bringing the ruins to light, and partially excavated sixteen chambers, and had records made of their decorations.

The architect De Romanis undertook systematic excavations in 1811, bringing to light the western cryptoporticus (1813), and in 1822 published an interesting account of the discoveries he had made. He had the scanty remains that had been found assembled, and they were all preserved in one of the vaults nearest the present entry to the site.

In 1914, through the initiative of Professor Antonio Munoz, then holding the post of Soprintendente ai Monumenti del Lazio, the

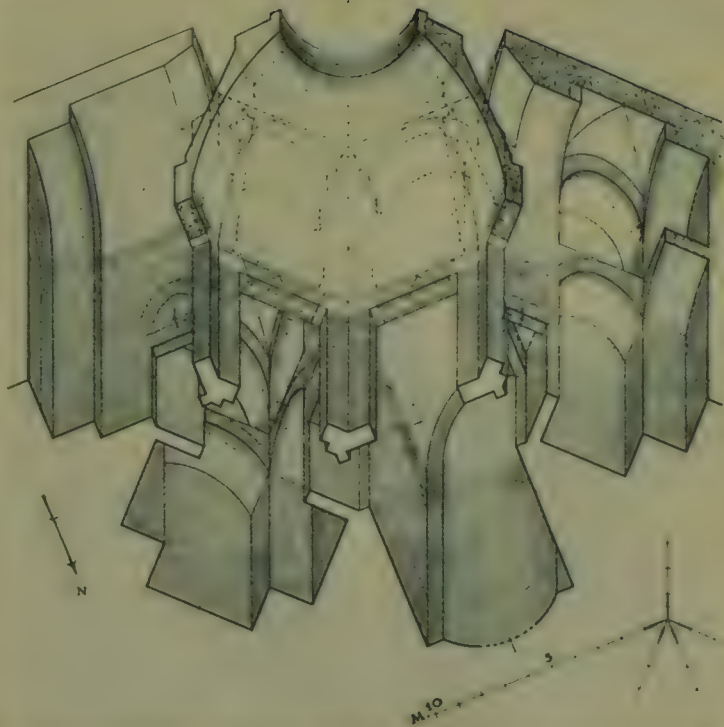
excavations were again put in hand.

In 1931 the present Soprintendenza, under the direction of Professor Alberto Terenzio, turned its attention to the eastern wing of the Casa Neroniana (the most important one from the architectural point of view), and succeeded in uncovering much of the area, parts of which have now been excavated down to the floor-level, with the help of plant of the latest type, which gives the best possible results in a comparatively short time.

The octagonal apartment in the centre of the wing is lit by an opening in the vault, formed on the inside of concrete.

A perfect system of drainage—now cleaned out and in working order—was found underneath.

From the octagonal central apartment a raised passage leads to the outside, across the



AN ARCHITECTURAL DIAGRAM OF THE OCTAGONAL HALL IN THE EAST WING OF THE DOMUS AUREA, SHOWN AS THOUGH SEEN FROM BELOW—WITH ADJOINING ARCHES AND APSIS: ONE OF THE PRINCIPAL DISCOVERIES IN THE RECENT EXCAVATIONS UNDERTAKEN TO CLEAR NERO'S FAMOUS PALACE.

cryptoporticus. Parts of this are finely decorated. In this same east wing, in the corner room, which has decorations carried out on a black background, there has been found a mosaic pavement, with a geometrical pattern of black and white. The room with the apse, on the west side, shows traces of analogous designs. The arrangements for the removal of the soil which had accumulated in the octagonal chamber and in the rooms adjoining it were made by the city authorities of Rome. Numerous fragments of painted and gilded plaster have been found in the earth removed.

Among the important discoveries must be accounted that of the basin of a fountain, beautifully worked in marble, with handles formed of intertwined serpents. This has been most carefully assembled, and given a place in one of the rooms.

The paintings and plasterwork have not merely been laid bare, but have been restored, cleaned, and preserved by the specialists on the staff of the Soprintendenza. And now preparations are complete for restoring the surface of the walls of the arches to their original state, and so recapturing the original appearance of the architecture.

The task of embanking the hill—carried out by the city authorities in order to complete the work of putting the Mons Oppius site in order—has brought to light, in front of the entrance of the "Domus Aurea," numerous indications of Roman structures at different levels. It is to be hoped that work so important and so successful as this will not remain incomplete, and that the Fascist authorities will add to their other laudable enterprises that of supplying the funds for the work of bringing to light the whole "Domus Aurea."



FOUND IN NERO'S GOLDEN HOUSE—THE PALACE HE BUILT AFTER THE GREAT FIRE AT ROME IN 64 A.D.: THE MARBLE BASIN OF A FOUNTAIN, REASSEMBLED FROM FRAGMENTS AND ORNAMENTED WITH INTERTWINED SNAKES.

upon which he was engaged. Pliny says of his art, however, that it was "flowery and full of life"—in contrast to the frigid style of the time of Augustus. It is evident that, to complete so many notable works in such a short time, Fabullus must have had numerous collaborators. Moreover, the freshness and spontaneity of the decorations in the "Domus Aurea" is heightened by the great variety of decorative motifs of the most delicate order employed in them. To these—which inspired all the artists of the seventeenth century, including Raphael—may be applied the words of Adolfo Venturi, describing the work of Giovanni da Udine: "Everything is slight, minute and precious—it is all goldsmith's work, that being a craftsman who knows how to fashion things of incredible slenderness."

But at the death of Nero—which occurred only four years later, in 68 A.D.—work on these undertakings was stopped. Later, Trajan made use of no inconsiderable part of the "Domus Aurea" in the construction of his Baths, and we owe it to him that many rooms have been preserved to the present day. These, though stripped of their architectural and decorative material, serve to give us some idea of the magnificence of Nero's palace.

In the course of centuries the apartments became filled with earth, and an unkind fate dilapidated their decorations. Excavations were undertaken at the end of the sixteenth and in the seventeenth century, but, with the exception of the Laocoon group, did not produce great results—for the dispersal of the contents of the palace had already begun in Trajan's time.



THE DOMUS AUREA SITE: A PHOTOGRAPH SHOWING THE WORK OF STRENGTHENING AND SECURING THE GROUND ABOVE THE OCTAGONAL HALL IN THE EAST WING, IN PROGRESS.





THE INTERIOR DECORATIONS OF NERO'S FAMOUS PALACE—BUILT AFTER THE BURNING OF ROME IN 64 A.D.: AN EXAMPLE OF THE DELICATE MURAL PAINTINGS RECENTLY LAID BARE IN THE DOMUS AUREA.



WORK PROBABLY CARRIED OUT UNDER FABULLUS, WHOSE ART WAS CHARACTERISED BY PLINY AS "FLOWERY AND FULL OF LIFE": A DETAIL OF A TYPICAL DECORATIVE SCHEME IN THE DOMUS AUREA.

## THE GOLDEN HOUSE BUILT BY NERO WONDERS OF THE LAVISH DECORATION OF THE

PHOTOGRAPHS SUPPLIED BY PROFESSOR ALBERTO TERENZIO



THE "CAMERA DEGLI UCCELLI" (ROOM OF THE BIRDS), WITH THE FLOOR ALMOST CLEARED OF RUBBISH: DECORATIONS PROBABLY EXECUTED UNDER THE DIRECTION OF THE ARTIST FABULLUS IN A STYLE OF GREAT DELICACY, WHICH DELIGHTED IN HARMONIOUSLY ARRANGED PANELS.



A HIGHLY DECORATED CRYPTOPTICUS IN THE GOLDEN HOUSE: A VIEW IN THE EAST WING OF THE GREAT PALACE WHICH, IT IS CLAIMED, WAS PROBABLY OCCUPIED BY NERO HIMSELF AT THE END OF HIS REIGN, AND CERTAINLY BY THE EMPEROR TITUS (79-81 A.D.).

## AFTER THE BURNING OF ROME IN 64: DOMUS AUREA JUST LAID BARE BY ARCHAEOLOGISTS.

AND THE M. SOPRINTENDENZA AI MONUMENTI DEL LAZIO.



FRANK NATURALISM—IN STRONG CONTRAST TO THE EXTREMELY FORMAL AND METICULOUS STYLE OF DECORATION TO BE SEEN IN OTHER ROOMS IN THE DOMUS AUREA ILLUSTRATED ON THIS PAGE: A GOAT PAINTED IN A BOLD IMPRESSIONISTIC MANNER.



AN ASTONISHING ACHIEVEMENT OF ROMAN ART: A MURAL DECORATION (IN A ROOM CONTIGUOUS TO THE OCTAGONAL HALL) WITH A FALSE PERSPECTIVE, APPARENTLY CORRECTLY CARRIED OUT—A TRICK AFTERWARDS EMPLOYED BY BAROQUE AND ROCCO DESIGNERS IN DECORATING INTERIORS.

of drainage has been found underneath the palace. Professor Terenzio, who is in charge, put this into working order by merely clearing the pipes of earth and rubbish. One of our illustrations shows the use of false perspective in the decoration of the palace—a device which was afterwards to be the delight of Baroque painters of interiors. Brunelleschi, Alberti, Uccello, and



IN THE PALACE WHICH GAINED ITS NAME FROM THE QUANTITIES OF GOLD EMPLOYED IN ITS DECORATION: PLASTER-WORK AND DESIGNS IN COLOUR IN THE NOTORIOUS DOMUS AUREA.



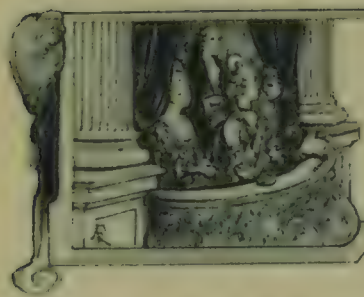
EXEMPLIFYING A MORE INTIMATE STYLE—AS BECOMING A LESS FORMAL APARTMENT: ONE OF THE SMALLER ROOMS IN THE DOMUS AUREA—SHOWING ALSO THE HANGING PLAYED WITH THE PLASTER BY TIME.

Leonardo da Vinci are usually mentioned as the founders of the science of perspective; but it would seem that it was not unfamiliar to Fabullus, the artist in charge of the interior decorations of the Domus Aurea, under whose direction the false perspective was presumably carried out. Generally speaking, the decorations are reminiscent of these at Pompeii.

Nero founded his "Golden House" after the burning of Rome in 64. It was, however, never completed, and the impending Throne of Trajan were afterwards built on part of the site. The remains of Nero's buildings form an angle of 45 degrees with the Baths of Trajan. From time to time efforts have been made to excavate this famous palace, and some beautiful mural

paintings discovered there in the seventeenth century served as models for Giovanni da Udine and Raphael in the decoration of the loggia of the Vatican. It was on this site, too, that the famous Laocöon group was found in 1506. Recently, the work has been pressed on vigorously under the Fascist régime, and it has been well rewarded. During the excavations, a complete system





# The World of the Theatre.

By J. T. GREIN.



## A LEAP TO THE FRONT: HUGH MILLER.

TO be quite candid, before I had seen Elmer Rice's "Counsellor-at-Law," one of the most stimulating and characteristic plays America has sent us, I had never heard of Hugh Miller. He was one of the leading lights of Sir Barry Jackson's famous Birmingham Repertory Company, which, we are glad to learn, is not going to lie fallow, but has been salvaged by a local committee to pursue its fruitful work. But, as we all realise, one may be famous in the provinces and yet be an unknown quantity in London. This vicissitude of chance always reminds me of the tale of a provincial actor who nearly wept on my shoulder because, despite his successful record all over the country, London would vouchsafe him no chance—and yet "They gave me an ovation in Carlisle"! There is more in this anecdote than meets the naked eye. It is the plaint of countless actors and actresses doggedly peregrinating the provinces, waiting, waiting, for that incalculable lottery-turn of fate that will, all of a sudden, lead to their discovery by a London manager who is happening to take a busman's holiday in some "Theatre Royal" (or otherwise) off the map. Well, Mr. Hugh Miller is one of the winners of this rare dramatic sweepstake. He has come to London, has been seen, and at his very first appearance in a leading part (for I hear that he has played in small rôles ere this), has leaped to the front in no uncertain manner.

And his discovery was all the more extraordinary and significant since he created a character so American to the core, in manner and parlance, that no one would see, in this remarkable transfiguration, an Englishman bred and born. *Entre nous*, even I, seasoned playgoer as I am, was taken in by truly Transatlantic idiosyncrasies, and I asked somebody of my acquaintance who was present at the *matinée* I visited (for on the first-night I was in Canada) "From which company in New York does he come?" The revelation was all the more amazing, since even his walk across the stage—you know that broad, business-like stride which embodies the dynamic energy of our United States friends—had every vestige of national raciness lost: this was the American pace, and no mistake. And then came a number of other manifestations which were entirely foreign to any English actor. First of all, his immense variety of vocal inflections; all of them essentially American. Watch him on the telephone. Listen how he changes his tone according to the situation. If it is business—and the play is full of it—he blurts out his sentences in staccato phrases, each sounding a reflective, quick-as-lightning note devoid of all sentiment; matter-of-fact to the pitch of hardness. If it affects his position and his future, he adopts the dulcet manner of diplomacy; he pleads, he urges, he cajoles in turns. If it is a response to his wife, whom he adores but who betrays him, his voice melts into mellowness. Above all, when he talks to that dear old mother of his, he wraps his filial attachment in such tenderness as to impel a sigh, ay, a sob, from his hearers. When disaster threatens him, and when he learns the disaffection of his wife at the same moment as his whole career threatens to crumble to pieces owing to a former

"technical error," he snorts almost like a wild animal caught in a trap. His anguish is heartrending, but not for long. He is a man, every inch of him; battle is upon him, and he will fight—fight to the bitter end with fate and



"MEN IN WHITE," AT THE LYRIC, SHAFTESBURY AVENUE: IN THE BOARD ROOM OF THE HOSPITAL—DISCUSSING THE APPOINTMENT OF FERGUSON TO THE POSITION OF HOUSE SURGEON, BECAUSE OF HIS ENGAGEMENT TO A RICH MAN'S DAUGHTER.

"Men in White" is a striking play dealing with life in a hospital, adapted for the English stage by Merton Hodge, from the original American work by Sidney Kingsley. A crucial scene of the play is set in an operating theatre. The characters seen here are (l. to r.) Braddock (Lewis Casson), Dr. Gordon (Evan Thomas), Mr. Spencer (Charles Maunsell), Sir William Houghton (E. Bellendon Clarke), James Mooney (Clarence Bigge), Dr. Wren (Stanley Groome), and Dr. Cunningham (Walter Piers).

men. And so he emerges from the wrestle a hero, not so much in his own estimation as in the eyes of his devoted secretary, who, like a guardian angel, unobserved, is always at his side, who loves him deeply and, for all reward, earns a snub assuaged by a prompt apology from her tormented master. The character of the Counsellor-at-law, magnificently drawn by Elmer Rice, a character bubbling over with verbal force and temperamental rises and falls, is acted by Mr. Hugh Miller in such perfection that criticism is silenced. Here, indeed, is a hero in the true dramatic sense of the word—one who has not arisen from romance, but has been called from the midst of the febrile life as it is lived in America. Henceforth, Hugh Miller belongs to the *élite* of English actors; let us hope that the future will endorse this auspicious, phenomenal leap to the front in which—collaterally—he is partnered by that excellent *ensemble* of Sir Barry's, and especially by the young actress who plays the ever-busy little telephone girl—Miss Vivienne Bennett. She, too, has come to the fore by a performance as tingling as the everlasting telephone-bell which she handles like a ubiquitous virtuoso.

## TWO PLAYS OF SUBSTANCE.

Is the operating theatre a fit and proper scene for a stage play? The question might well be asked after we have seen Mr. Sidney Kingsley's "Men in White," at the Lyric. This fine play itself provides the answer, because, by its courage, its sincerity, and integrity of purpose, it subdues our attention and in its presence the question never arises. Why? Because the tense excitements skilfully stimulated by the circumstances of the operation are not mere theatrical thrills, but are dynamic as drama should be. The scene is vibrantly alive, because the whole play rings with a genuine note. The young, brilliant surgeon, George Ferguson, pitted against the elder and less substantial senior, justifying the great Braddock's faith in him, and the complication involved in Ferguson's love affair, establish a situation intensely moving. The mental stress involved, the overwork following inevitably on his promising career, the distress and depression, together form a battery of assaults that make him, in his desperation, not only momentarily false to Laura, the charming girl whose love he possesses, but, yielding to the temptation of a lonely and sympathetic nurse, he becomes guilty of a serious crime. So we see the promise of the young surgeon, so rich in potentialities, nay, almost on the brink of fame, break on the wheel of momentary impulsive folly. It was a hard choice young Ferguson had to make; a choice Laura instinctively discerned,

'twixt love and a career. It is the tragedy in this case that the career is sacrificed and, instead of pursuing his work under the master, he consents, for Laura's sake, to become a private practitioner. Tragedy this is, because genius itself is forsworn and the easy path is a betrayal. Tragedy because the future that was his and the world's, is destroyed by the inherent frailties of his own character. He is his own destroyer, and the force of that loss to science is made eloquent through the great Braddock's eyes. Here is the play's distinction, not in its exciting incident or in its theatrical strokes, though these have their undeniable values, but in the author's power to make us feel the tragic waste. Admirably as the play was acted when I saw it, it is a just criticism to say a bolder attack would add still more to the stage values. Too often Mr. Robert Douglas, as Ferguson, played the minor key instead of the major, and often became hard to hear. Mr. Casson's Braddock was the specialist to the life, humane, yet scientifically detached, full of ardour yet



"MEN IN WHITE": THE SURGEON'S FIANCEE DISCOVERS HIS AFFAIRE WITH NURSE DENNY JUST AS HE IS ABOUT TO OPERATE ON THE NURSE FOR SEPTIC POISONING: ROBERT DOUGLAS AND JILL ESMOND AS FERGUSON AND LAURA HUDSON.

selfless; and as Laura, Miss Jill Esmond suggested both the charm and the calculation of the girl.

I include "The Maitlands," at Wyndham's, as a play of substance, though its effect for me was frankly disappointing, because here, in spite of its many inherent deficiencies, there is vitality enough in the characterisation to emphasise the tragic waste of a fate that cut short so suddenly such a rare creative life as Ronald Mackenzie. It is less than "Musical Chairs," but it is animated by the same driving spirit. Mackenzie was a playwright with a vivid sense of theatre, but in this play his *milieu* of villadom is too squalid and the emphases of character-drawing are so underlined that it fails to persuade completely. His sense of theatre defeats itself in such a character as Joan Clareville, a figure with no *raison d'être* and no compulsions, and there is, too, a lack of shaping discipline to the action. It is all very well to talk of Tchegov, but Tchegov achieved a rhythm this play, in spite of the excellence of its performance, does not achieve. Yet, despite all this, there is a pulse, an authenticity, a sequence of flashes where the creative energy grows manifest, that reveal the playwright's potential powers. It is these touches which give significance to the characters, even where they are not rounded. Mr. Stephen Haggard reveals himself again as an actor of rare gifts as he portrays shy bewilderment, and Miss Catherine Lacey adds to her laurels by her sensitive portraiture. There is pathos and persuasion in Mr. Gielgud's dominie, though he is not altogether happy in the drinking scene; while Mr. Jack Hawkins as the arrogant, aggressive youth, and Dame May Whitty as the provoking and foolish mother, are both excellent. "The Maitlands" is a young man's play, with all the faults belonging to youth, but the inequalities are revelations of the might-have-been.



"THE MAITLANDS," AT WYNDHAM'S: ROGER MAITLAND (JOHN GIELGUD) CONFRONTED WITH HIS WIFE (JOAN MARION), WHO LEFT HIM; TO RETURN JUST AS HE HAD FALLEN IN LOVE WITH SOMEONE ELSE.

"The Maitlands" was written by Ronald Mackenzie, the brilliant young playwright responsible for "Musical Chairs," who met his death in a motor accident in France last year; and it has been produced by the same producer as that play, Komisarjevsky. It deals with the life of a strangely assorted middle-class English family.



# HITLER'S "APOLOGIA": THE FÜHRER DEFENDS HIS ACTS AS GERMANY'S "SUPREME COURT."



HERR HITLER (IN THE CAR, SALUTING) ON HIS WAY TO THE REICHSTAG MEETING: DRIVING THROUGH STREETS WITH SIGNIFICANTLY FEW ONLOOKERS BEHIND THE S.S. NAZI GUARDS.



A TYPICAL CROWD IN BERLIN LISTENING TO HERR HITLER'S REICHSTAG SPEECH AS IT WAS BEING BROADCAST THROUGHOUT GERMANY: A GLOOMY-LOOKING ASSEMBLAGE OF CITIZENS.



A SON OF THE EX-KAISER CAME TO HEAR THE FÜHRER'S SPEECH TO THE REICHSTAG: PRINCE AUGUST WILHELM ARRIVING.



GENERAL GÖRING (IN FRONT, SALUTING) ARRIVES TO PRESIDE OVER THE REICHSTAG: THE FÜHRER'S "LIEUTENANT," WHO CARRIED OUT THE "CLEAN-UP" IN BERLIN.



THE FÜHRER WHO TOOK "LIGHTNING ACTION": HERR HITLER (EXTREME RIGHT) NEXT TO BARON VON NEURATH, LISTENING TO GENERAL GÖRING'S SPEECH.

ALL Germany listened, through the radio, to Herr Hitler's momentous speech on July 13 (at the Reichstag meeting in the Kroll Opera House, Berlin) when he told the story of the "plot" suppressed on June 30 and July 1, and gave a list of seventy-seven summary executions. As he drove to the meeting, with a heavily armed bodyguard, there were unusually meagre crowds behind the S.S. Nazi guards lining the streets. General Göring, in the Speaker's chair, appeared for the first time not in Nazi uniform, but in that of the Air Sport Federation, or future German Air Force. The climax of the Führer's speech came when he declared: "There was only one course open—lightning action. Only ruthless and bloody intervention could perhaps crush the revolt . . . If I am reproached with not leaving condemnation to the legal courts, I would answer: 'In this hour I was responsible for the fate of the German nation, and in these twenty-four hours I was therefore the supreme court of the nation in my own person.' . . . I gave the order to shoot the main culprits . . . and I further gave the order to shoot down the mutineers at the least sign of resistance to arrest. . . . Everyone must know for the future that certain death will be the lot of anyone who raises his hand against the State."



"IN THESE 24 HOURS I WAS THE SUPREME COURT OF THE NATION. . . . I GAVE THE ORDER TO SHOOT THE MAIN CULPRITS": HERR HITLER AT THE REICHSTAG MEETING DELIVERING HIS MOMENTOUS "APOLOGIA" ON THE RECENT NAZI "PURGE," FROM THE CENTRAL TRIBUNE IN FRONT OF GENERAL GÖRING (SEATED IN THE SPEAKER'S CHAIR).



## MERSEY TUNNEL ARCHITECTURE: FUNCTION WITH "CATHEDRAL" GRANDEUR.



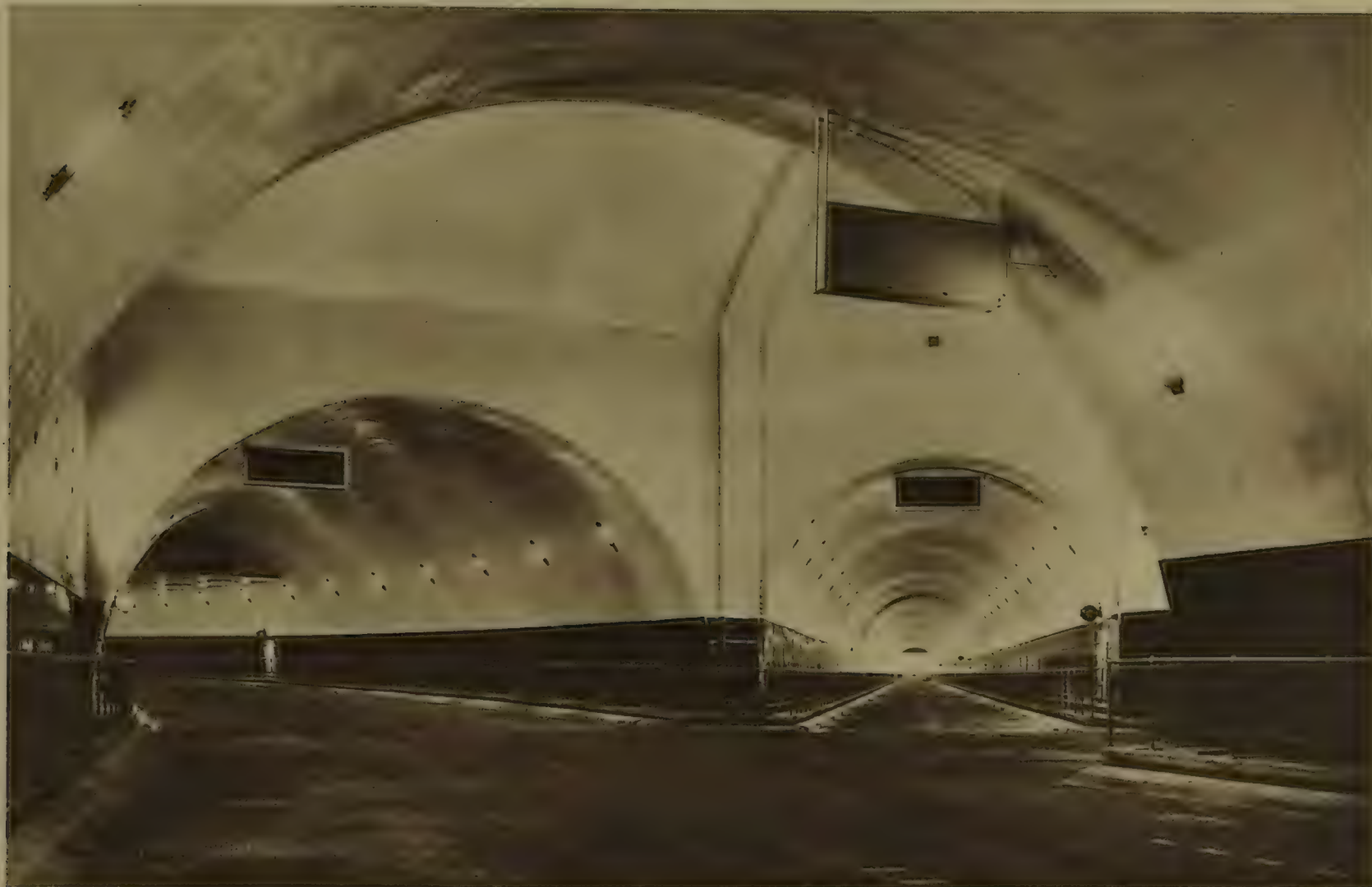
BIRKENHEAD BUILDINGS OF THE TUNNEL WHICH THE KING ARRANGED TO OPEN: (TOP LEFT) A PYLON AND TOLL BOOTHS; (LOWER LEFT) SIDNEY STREET VENTILATING STATION; (RIGHT) TAYLOR STREET VENTILATING STATION (TWO VIEWS).

The Mersey Tunnel buildings form in themselves a noble architectural achievement. At each main entrance (in Liverpool and Birkenhead) stands a pair of pylons, suggesting Roman triumphal arches, with toll booths painted emerald green and gilded. Many consider, however, that the architect, Mr. Herbert J. Rowse, has obtained his finest effects in the great ventilating stations, as we noted in our last issue when illustrating the New Quay station, one of three on the Liverpool side of the river. The shape of the machinery housed in these buildings lent itself to a massive and imposing exterior, and he has succeeded in combining functional quality with

cathedral-like dignity. In an official description we read: "The six Ventilation Buildings vary in size according to the number and capacity of the fans to be accommodated. Their architectural treatment and the height of the exhaust towers have been influenced by local conditions. . . . The particular requirements which have determined the design of these buildings are entirely unprecedented. . . . As the whole plant will be controlled electrically from the control-room, and no operating staff will be employed in the various ventilation buildings, windows have been eliminated to assist in preventing transmission of noise and vibration."



# MERSEY TUNNEL ENGINEERING: A GREAT HIGHWAY BENEATH A RIVER.



THE INTERIOR OF THE TUNNEL, THROUGH WHICH THE KING ARRANGED TO DRIVE WHEN OPENING IT: (ABOVE) THE JUNCTION WITH THE BIRKENHEAD DOCKS BRANCH; (BELOW) A CURVE OF THE MAIN TUNNEL APPROACHING THAT JUNCTION.

Designed exclusively for vehicular traffic, the Mersey Tunnel consists of a straight portion under the river, with curved branches at both ends serving the Liverpool and Birkenhead docks. The main portion, which has an internal diameter of 44 ft., takes four lines of traffic abreast, and the dock branches two lines. The railed footpaths on each side are not for public use by pedestrians, but for workmen and police patrols. The tunnel has a facing of polished plaster, with a dado of black glass up to a height of about 7 ft. from the floor level. The roadway surface consists of square cast-iron setts laid on reinforced concrete,

and the traffic lanes are marked with amber-coloured rubber blocks. The lighting is through vertical slots in the sides of the vaulting, at intervals of 20 ft. At intervals of 150 ft. are fire stations, painted red and flush with the walls, each containing a hydrant, extinguishers, sand-bins, a fire-alarm, and a telephone. The fire-alarm automatically operates signals to stop traffic, and signs placed above the fire stations warn drivers to stop their engines and thus avoid emitting harmful gases. At each junction, the traffic is controlled by automatic signals of the type used at road-crossings.



# THE WORLD'S LARGEST UNDER-WATER TUNNEL—OVER TWO MILES LONG: A GREAT WORK OF BRITISH ENGINEERING.

DRAWN SPECIALLY FOR "THE ILLUSTRATED LONDON NEWS" BY D. MACPHERSON.



THE MERSEY TUNNEL SEEN IN PICTORIAL DIAGRAM: A VAST STRUCTURE CARRYING A TWO-MILE ROAD FOR VEHICULAR TRAFFIC BENEATH THE MERSEY BETWEEN LIVERPOOL AND BIRKENHEAD—A PANORAMIC VIEW (FROM BIRKENHEAD) SHOWING THE COURSE OF THE TUNNEL, THE SIX VENTILATING STATIONS, AND (ON THE RIGHT) THE MACHINERY INSIDE ONE STATION.

The Mersey Tunnel, which the King arranged to open on July 18, is one of the greatest engineering works constructed in recent years, and the under-river portion, with an internal diameter of 44 ft., is the largest subaqueous tunnel that has ever been built. The quantity of excavation amounted to 1,200,000 tons of rock, and the total weight of iron used for the segments composing it was 82,000 tons. The length of roadway, from end to end of the through traffic line, is 2.13 miles. In the above pictorial diagram our artist gives a general panoramic view of the vast

structure, looking from the Birkenhead side towards Liverpool. The waters of the Mersey are shown diagrammatically cut away to indicate the course of the tunnel beneath the river-bed. The same "cut-away" process is applied to the land surface in the foreground, in order to show the junction of the main tunnel with the narrower branch leading to Birkenhead Docks, and likewise to the walls of the Sidney Street ventilating station (seen on the right), to show the type of machinery, housed in these buildings, which supplies the tunnel with fresh air and extracts from it the air that

has become vitiated. There has been close collaboration, with excellent results, between the engineers (Sir Basil Mott and Mr. John A. Brodie) and the architect (Mr. Herbert J. Rowe). Regarding the ventilation of the tunnel, an official booklet states: "This is done by means of six ventilating plants, three on each side of the river. Each plant consists of a number of large-sized fans, housed in a building on the surface and connected with the Tunnel by vertical shafts and horizontal underground air ducts. . . . The main elements of each building are: (1) Blowing fan

chamber. (2) Exhaust fan chamber. (3) Switchgear room. Fresh air is conveyed into the blowing chambers from inlets in the roofs of the buildings and is drawn by suction into the eyes of the fans and expelled into shafts which connect with the fresh air ducts in the Tunnel. The exhaust outlets in the Tunnel are connected to ducts which terminate in the exhaust chambers, and by this means the Tunnel air is drawn into the exhaust fans and expelled through the towers at the highest points. . . . Switchgear and transformers are on a mezzanine floor between the two fan chambers."



# THE GREAT MERSEY TUNNEL: ENTRANCES; AND A VAST VENTILATION SYSTEM.



THE LIVERPOOL END OF THE MERSEY TUNNEL, THROUGH WHICH THE KING ARRANGED TO DRIVE ON THE OPENING DAY: THE ARCHITECT'S DESIGN FOR THE ENTRANCE IN OLD HAYMARKET STREET, SHOWING THE LIGHTING SHAFT, PYLONS, AND TOLL BOOTHS.



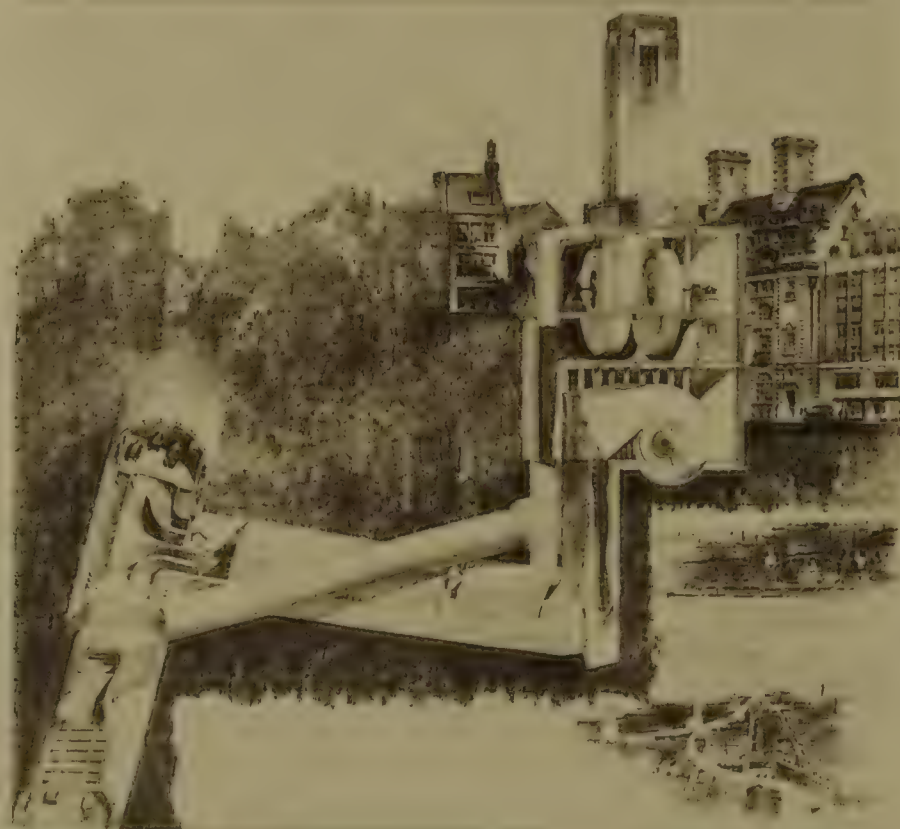
THE BIRKENHEAD END OF THE MERSEY TUNNEL, WHICH CONNECTS IT WITH LIVERPOOL BY A TWO-MILE-LONG ROAD UNDERNEATH THE RIVER: THE ARCHITECT'S DESIGN FOR THE ENTRANCE IN CHESTER STREET.



TYPICAL SECTION UNDER RIVER

THE MERSEY TUNNEL AND ITS VENTILATION SYSTEM: A PICTORIAL DIAGRAM SHOWING THE POSITION OF THE SIX VENTILATING STATIONS—THREE EACH IN LIVERPOOL (HERE SEEN IN THE FOREGROUND) AND BIRKENHEAD.

THESE illustrations show very clearly the general lay-out of the great Mersey Tunnel, which the King arranged to open on July 18, together with details of its immense system of ventilation. The panoramic drawing shows Liverpool in the foreground and Birkenhead on the further shore—a point of view opposite to that in the pictorial diagram on pages 104 and 105, where details of the ventilating machinery are indicated on the drawing. An official booklet states: "Since the Tunnel will be used by motor-cars, it is necessary to provide mechanical ventilation. This is done by means of six ventilating plants, three on each side of the river. Each plant consists of a number



HOW AIR IN THE TUNNEL IS KEPT PURE: A DIAGRAM OF THE FANS IN A VENTILATION BUILDING, WITH AIR DUCTS TO THE TUNNEL—THE LARGER ONE INTRODUCING FRESH AIR, AND THE SMALLER ONE (CROSSING IT ABOVE) WITHDRAWING VITIATED AIR.

of large-sized fans, housed in a building on the surface and connected with the Tunnel by means of vertical shafts and horizontal underground ducts. . . . The vitiated air is exhausted longitudinally through the Tunnel, using the whole space above the roadway as the exhaust duct, and is drawn out of the top of the Tunnel through openings formed in its roof at each of the six ventilating stations. The exhaust fans are in the same ventilating stations wherein the fresh air blowing fans are housed, and discharge into the open air from the tops of high towers." Each ventilating station serves part of the Tunnel. At Liverpool, the New Quay station ventilates the New Quay branch; the North John Street station ventilates the main tunnel from Old Haymarket Portal to George's Dock; the George's Dock station ventilates the main tunnel from George's Dock to half-way across the river. At Birkenhead the Woodside station ventilates the main tunnel from half-way across the river to Morpeth Branch Dock; the Sidney Street station ventilates the main tunnel from Morpeth Branch Dock to Chester Street Portal; and the Taylor Street station ventilates the Rendel Street branch of the Tunnel.



## MIDGET MAN AND HIS GIGANTIC WORKS: A MERSEY TUNNEL CONTRAST.



INSIDE A GREAT AIR DUCT BENEATH THE ROADWAY IN THE MERSEY TUNNEL: A VISTA WHEREIN THE HUMAN FIGURE LOOKS INSIGNIFICANT—SHOWING (TOP LEFT) AIR INLETS TO THE TRAFFIC SPACE ABOVE.

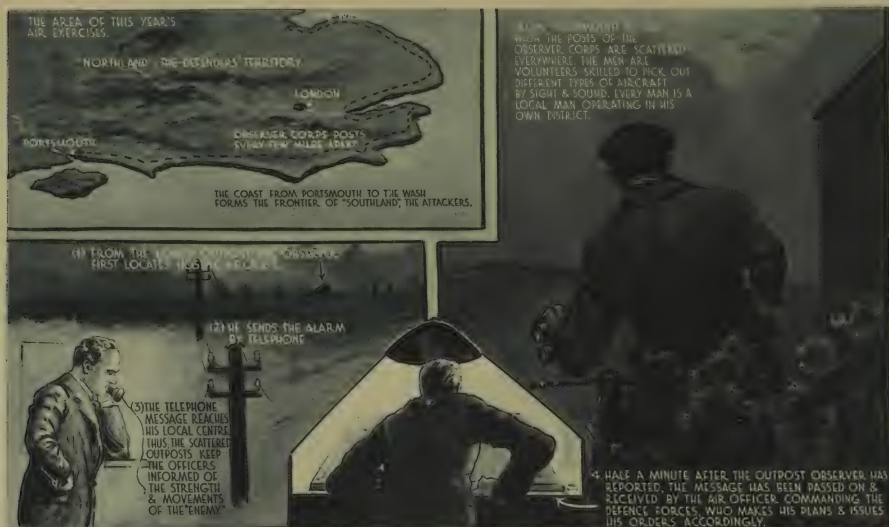
The air ducts in the Mersey Tunnel—one of which is shown above—run beneath the roadway and footpath on each side, as shown on the opposite page in a small inset diagram in the lower left-hand illustration, where the triangular shape of these ducts is indicated. The row of apertures seen in the roof of the duct in the above photograph are inlets through which fresh air passes up into the traffic space. Between the two air ducts and beneath the centre of the road is another section marked in the diagram "Future traffic space." "The general system of ventilation

adopted," an official description explains, "is known as the upward semi-transverse system. The fresh air is blown through a main duct, consisting of the space below the roadway. From this duct the air is led by means of openings or ports, eighteen inches apart, in the roadway slab into a longitudinal continuous slot, called the expansion chamber, which communicates with the traffic space by a bell-mouthed opening along the face of the kerbs each side of the roadway. An unbroken stream of fresh air is blown into the Tunnel at roadway level along its entire length."



# DEFENDING LONDON AGAINST AIR RAIDERS: REALISTIC AIR

DRAWN BY OUR SPECIAL ARTIST,



## THE SYSTEM OF DEFENCE AGAINST A COMING FOUR DAYS' "AIR RAID" ON LONDON: COAST

Air defence is of special interest just now, since it was reported recently that Mr. Baldwin was about to announce the Government's air policy. It is some years since the annual Air Exercises have been held within the Metropolitan area, with bombers attacking London by night and day. In the coming manoeuvres invading forces of "Southland" will attack the capital of "Northland," the former using most of the Home Defence day and night bombers, and the latter being defended by fighters, aided by the Observer Corps, listening devices, anti-aircraft guns, searchlights, and so on,

of the ground defence organisation. No fewer than 400 aircraft will be actively engaged, and from July 23 to 27, from six o'clock each evening until 9 a.m., London will lie open to attack. The roar of aircraft engines may awaken thousands of sleeping Londoners, while far above them bombers are engaged by defending forces, and searchlights probe the sky, recalling the days when Zeppelins and Gothas were overhead. One body that will play an important part in the defence is the Observer Corps, consisting of volunteers of every sort—including retired Admirals and Generals, farmers,

# EXERCISES RECALLING SCENES DURING THE GREAT WAR.

G. H. DAVIS, FROM OFFICIAL INFORMATION.



## OBSERVERS; SEARCHLIGHTS; ANTI-AIRCRAFT GUNS; AND FIGHTERS TO ENGAGE BOMBERS.

parsons, blacksmiths, clerks and tradesmen, all sworn to secrecy and trained to recognise by sight and sound different types of aircraft. All round the coasts these men are found, and during the Exercises from Portsmouth to the Wash they will be particularly active. They work in their own districts, well known to them, and from lonely posts they are in telephonic communication with their centres, which in turn are connected with Headquarters, where the exact position of raiders is known half a minute after they have been observed by an outpost. Standing by are the defence

aircraft—single-seater fighters instantly ready to climb, at 2,000 feet a minute, when the aerodrome alarm gives the warning. Not only have the defenders a long frontier to protect, but this vulnerable front is some five miles high. As aircraft are strong in penetration and comparatively weak for defence, it is more profitable to attack an opposing air force at its base than to wait for it in a defended area; so, in war, much material must be used for bombing enemy bases and aerodromes. Therefore, two-thirds of our Home Defence Air Force consist of fast day and night bombers.



# MANCHESTER'S NEW LIBRARY, WHICH THE KING ARRANGED TO OPEN: A NUCLEUS FOR THE PROJECTED CIVIC CENTRE.



WORK ALREADY PROCEEDING IN THE MAGNIFICENT NEW LIBRARY AT MANCHESTER, BEFORE THE FORMAL OPENING BY THE KING, WHICH WAS FIXED FOR JULY 17: THE CATALOGUE ROOM.



THE BEAUTIFUL CEILING OF THE SHAKESPEARE HALL, IN MANCHESTER'S NEW LIBRARY, DECORATED WITH HERALDIC PANELS IN COLOURED RELIEF: AN UPWARD VIEW FROM THE FLOOR.



THE NEW LIBRARY WITH ITS FINE CORINTHIAN PORTICO: A BUILDING TO FORM THE ARCHITECTURAL KEY OF A PROPOSED NEW CIVIC CENTRE, AND ALIGNED WITH A COMING EXTENSION OF THE TOWN HALL.



A CORNER OF THE TECHNICAL ROOM IN THE NEW LIBRARY, PANELED IN LIMED OAK, AND DESIGNED WITH AN ARCADED TREATMENT: A DEPARTMENT WHICH HAS NO DOORS, AND IS FLOORED WITH RUBBER.



THE GREAT READING HALL, CONSIDERED "THE CROWNING SUCCESS" IN THE DESIGN OF THE LIBRARY: A VIEW SHOWING THE CENTRAL COUNTER WITH PILLARS SUPPORTING A FOUR-FACED CLOCK, AND PART OF THE DOME INSCRIPTION FROM THE BOOK OF PROVERBS.



A GIRL ASSISTANT AT WORK ON A CARD INDEX IN THE CATALOGUE ROOM OF THE NEW LIBRARY AT MANCHESTER: AN INSTANCE OF THE MODERN METHODS OF LIBRARIANSHIP WHICH HAVE BEEN INSTALLED IN THE BUILDING.



A TYPICAL EXAMPLE OF ARCHITECTURAL STYLE ON THE EXTERIOR OF THE NEW LIBRARY AT MANCHESTER: A SIDE DOORWAY, WHICH, IT MAY BE NOTED, IS MARKED "EXIT," WITH AN ARROW POINTING TOWARDS THE ENTRANCE.

The King and Queen arranged to arrive in Manchester on July 17, for the opening by his Majesty of the city's new Library, and on the following day to proceed to Liverpool for the royal opening of the Mersey Tunnel, which is illustrated on a series of pages in this number. The new Library at Manchester, as our photographs well show, is a building of monumental dignity both within and without, and has cost about £425,000. It was designed by Mr. E. Vincent Harris, the architect chosen last year—when an age-limit of fifty-five was waived in his favour—for the new Government

buildings in Whitehall. His design for the Manchester Library is of special importance, as it will probably form a nucleus, and the dominant architectural note, of the new Civic Centre, in St. Peter's Square, projected by the City Corporation. Mr. Harris is also to design an extension to the Manchester Town Hall, which will stand in alignment with the Library, and interest will be focussed on the way in which he may harmonise the Town Hall (designed by the late Mr. Alfred Waterhouse in 1869) with the new buildings. The Library is a circular structure, of Roman type, with a fine Corinthian portico.

Inside, its "crowning success," according to one critic, is the great Reading Hall, which is 127 ft. in diameter and 63 ft. high to the top of the dome, with an area of 12,400 square feet. Round the dome is inscribed, in gold letters, a quotation from the Book of Proverbs (iv, 7-9): "Wisdom is the principal thing; therefore get wisdom: and with all thy getting get understanding. Exalt her, and she shall promote thee: she shall bring thee to honour, when thou dost embrace her. She shall give to thine head an ornament of grace: a crown of glory shall she deliver to thee." From the

portico of the Library the visitor passes, through an electrically revolving bronze door, into the Shakespeare Hall, which is notable for a ceiling of heraldic panels, in coloured relief, designed by Mr. George Kruger Gray, and for the Shakespeare window in stained glass, the work of the late Mr. Robert Anning Bell, R.A. On the main public floor there is a lecture theatre, with accommodation for an audience of three hundred. On the floor including the Technical Room, doors are omitted, in order to prevent noise and keep an even temperature, while the floor surface is of rubber.



# THE WORLD OF SCIENCE.

## CADDIS-WORMS: LITTLE BUILDERS WITH STRAW, SILK, AND SAND.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

IN a newspaper the other day I came across the statement that "the study of Natural History tends to make a man almost a cad." What an amazing pronouncement! I doubt whether there are many who share this view. But to them I would reply: "No doubt but ye are the people, and wisdom shall die with you." And, with Job, again, I would add: "But ask now the beasts and they shall teach thee: and the fowls of the air, and they shall tell thee."

For just half a century I have been studying Natural History. Have I already justified that offensive label, or how much longer will it be before the saving clause "almost" becomes "quite"?

I have grown used to seeing a travesty of "Darwinism" tricked out to look like a truthful presentation and then held up to ridicule. And I notice that those who avail themselves oftenest of this policy of misrepresentation are just those least qualified to express an opinion on this much-misunderstood theory. The fact that some "Darwinians" have mistakenly come to regard this theory as an all-sufficient solution of the problems of Evolution, does not invalidate it. Neither is it destroyed by the contentions of others, that other equally important agencies have to be taken into account in our quite legitimate attempts to get a deeper insight into the mysteries of life.

Those of us who have devoted a lifetime to the study of these problems are as much entitled to the respect of our fellow-men as those who prefer such themes as religion or politics. Yet no one, I think, has yet ventured to suggest that the long and patient study of either of these "makes a man almost a cad." Time and again, on this page, I have contended that the more one can learn of the "lower orders of Creation" and the agencies which mould them, in their shifts for a living, the more we shall understand ourselves and the sources of our emotions, good and evil. This is true, whether we are studying

state, one species of caddis-fly is very like another. The same is true of the larvæ, but with this difference: in their "behaviour" they show wide divergence. And this is *not* determined by their environment.

This "behaviour" manifests itself in the construction of the cases made to protect the body against attack. More than thirty different forms of these cases, belonging to as many different species, are to be found in our streams and ditches. And two or three of these may be found in the same ditch—that is to say, living under precisely similar conditions. What prompted the first of the tribe to build a "house" at all? And what is it that induces the selection of one kind of material rather than another, leaving out of account, for the moment, the different modes of using that material?

In Fig. 1 will be seen a larval caddis-fly (*Limnophilus extricatus*) which has formed a long tube of tiny grains of sand, held together by strands of silk and closed behind with a silken curtain with a hole in its centre, to permit currents of water to be drawn through the tube. Another (*Phyrrangia grandis*) uses short bits of leaves and stems, placed end to end, in hollow bundles; and yet another to its tube of sand will attach long spars of wood on each side, projecting at each end beyond the tube. *Limnophilus flavicornis* will use short bits of stems bound together cross-wise, and mingled with the empty shells of water-snails; or it will use these shells alone, or even, and by no means rarely, it will seize and bind together the living shells of the small Planorbis—in spite, we may imagine, of their protests! Such as live in swift-running streams either use small stones, anchored by the hinder end to the bed of the stream, or dispense with a house altogether. These usually live in rapid streams, and form colonies living together by silk threads and anchored to a larger stone. They seek their food abroad, lurking under crevices, and returning to the colony at intervals; or they live under stones within a large silken tube, but separately. The walls of such tubes serve, like spider-webs, for the entanglement of victims—larvæ, and so on. Some species of the family *Hydropsychidæ* will devour one another.

One of the most remarkable of these caddis-cases is surely that of the little Shuttleworth's caddis-worm (*Helicopsyche*), which forms a coiled shell of fine sand-grains or minute stones, exactly resembling the shell of a water-snail. It lives in streams, and when it desires to rest, takes the precaution of anchoring its shell by silken threads to a rock or stone, to prevent it being carried down-stream. Another, a

North American member of this family, spins a great spider-like web of strong silk, with wide meshes around the mouth of its tube, supported at the sides and top by bits of twigs and stems, thus forming a most efficient snare for the capture of small prey brought down by the current. Sudden departures of this kind, from what we may call the normal usages of the tribe, are to be found in every group of the animal kingdom. They are profoundly interesting, but quite inexplicable.

That the caddis-flies were originally land-dwellers there can be no question. And it is a matter of no small interest to find that, in *Enoicycla pusilla*, the larval stage is passed among moss at the bases of trees in woods. This, too, is a British species; but it must be sought "with forks and hope," for so small

a body is indeed hard to find in such a hiding-place. By way of contrast, we have a few species of caddis-flies that are marine. One of these is found between tide-marks in Lyttleton Harbour, New Zealand, which builds its case of fragments of the coralline seaweed.

At the end of the larval life, many species anchor the case by its base and seal up the entrance.

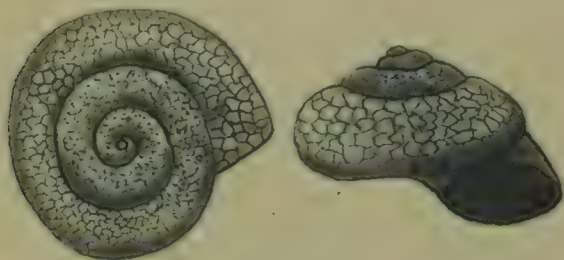
The pupal stage completed, the nymph cuts its way out by means of a special pair of jaws developed during this resting-stage and shed immediately after the escape from the case! Finally, it should be mentioned that there are two species which are believed, like the *Aphidæ*, to be parthenogenetic, since no males have ever been found. One of these, *Apatania muliebris*, has been found, in the larval state, near Arundel, in a lake of intensely cold water.



1. A CADDIS-WORM (*LIMNOPHILUS EXTRICATUS*) IN ITS UNDER-WATER HOME—A NEAT CASE MADE OF GRAINS OF SAND AND LINED WITH SILK THREADS.



2. THE EMPTY CASE OF A *LIMNOPHILUS* CADDIS-WORM, A GENUS WHOSE LARVÆ MAKE USE OF A VARIETY OF MATERIALS: STONES, PIECES OF STICK, AND EMPTY SNAIL-SHELLS FORMED INTO A HOLLOW CASE. (FROM BYFLEET, SURREY.)



3. THE MOST REMARKABLE OF ALL CADDIS-WORM CASES: THE HOME OF *HELICOPSYCHE SHUTTLEWORTHII*, WHICH EXACTLY RESEMBLES THE SHELL OF A WATER-SNAIL, THOUGH ACTUALLY IT IS FORMED OF MINUTE SAND-GRAINS! (ENLARGED.) For a long time, the cases of *Helicopsyche shuttleworthi* were an enigma to naturalists. For, although they so closely resembled the shell of a water-snail, it was recognised that the composition of the "shell" showed that it could not be that of a mollusc.

living organisms too minute to be seen, even under the highest powers of the most modern microscope, or whether we are studying elephants or whales.

To-day I take for my theme "mere worms." To be quite precise, they are not really worms, but the larval insects known as "caddis-worms," which pass what we may call their "childhood" in ditches, though some are to be found only in clear, running streams and some on the sea-shore. In their adult



4. AN ADULT CADDIS-FLY (*LIMNOPHILUS POLITUS*), ONE OF THE MANY SPECIES IN A GENUS WHICH, WHILE IN THEIR LARVAL STATE, PRODUCE THE AMAZING CASES ILLUSTRATED ON THIS PAGE: AN INSECT NOW REGARDED AS RELATED TO THE MOTHS, WITH WHICH BOTH LARVÆ AND ADULTS SHARE MANY CHARACTERISTICS IN COMMON—NOTABLY THE MANNER IN WHICH THE FLY FOLDS ITS WINGS, TENT-FASHION, OVER THE BODY, AS MANY MOTHS DO.



PERSONALITIES OF THE WEEK :

PEOPLE IN THE PUBLIC EYE.



WINNER OF THE KING'S MEDAL AT BISLEY : SERGEANT-INSTRUCTOR T. MOORE.

At Bisley, on July 10, Sergeant-Instructor T. Moore, of the Small Arms School Corps (Hythe Wing), who had already won the Army Championship, won the King's Medal for the best shot in the Army at home. He made the record score of 180 points; his big scores being a 47 and a 49.



WINNERS OF THE ASHBURTON SHIELD AT BISLEY : THE KING'S COLLEGE SCHOOL, WIMBLEDON, TEAM.

King's College School, Wimbledon, won the Ashburton Shield, for the second time in three years, at Bisley on July 12. Their score—493—was one point higher than that of Eton in 1923, and the highest made since the conditions of seven shots a range a man were introduced in 1922. Sergeant Oswick scored a possible at 500 yards.



BREAKER OF THE WORLD'S DISTANCE RECORD FOR GLIDING : MR. RICHARD C. DUPONT.

A world record for distance flying in a glider was set up at the end of June by Mr. Richard C. Dupont, of Wilmington, Delaware. He soared for a distance of 155 miles, from Elmira, New York. Before this, the record was held in Germany. Mr. Dupont is here seen with Mrs. Holderman, also a record-holder.



SIR WILLIAM THOMSON. The Rt. Hon. the Lord Provost of Edinburgh, Mr. William Thomson, was received by the King on July 10, at Holyroodhouse, and the honour of Knighthood was conferred on him.



GEN. LAZARO CARDENAS. General Lazaro Cardenas was elected President of the Mexican Republic in July. It is stated that he is the youngest President that Mexico has ever had, with the exception of Francisco I. Madero.



MR. KAYE DON. The famous racing motorist. Tried for manslaughter, in connection with a motoring accident, at Douglas (Isle of Man). Found "Guilty." Sentenced to four months. Notice of appeal was given.



THE NEW BRITISH AMBASSADOR IN TOKYO : SIR ROBERT AND LADY CLIVE AFTER THEIR ARRIVAL.

Sir Robert Clive, who was appointed British Ambassador at Tokyo earlier in the year, arrived there recently to take up his post. He had been appointed to the Vatican Legation only a year previously; and had been British Minister in Teheran from 1926 to 1931. He succeeds Sir Francis Lindley.



WINNER OF THE KING'S CUP AIR RACE : FLIGHT-LIEUT. SCHOFIELD (RIGHT) ; WITH MR. STIEGER, DESIGNER OF THE WINNING MACHINE.

The King's Cup Air Race was won at Hatfield Aerodrome on July 14 by the "Monospar S.T.10," flown by Flight-Lieut. H. M. Schofield, at an average speed of 134.16 miles per hour. Flight-Lieut. Schofield was in the British Schneider Trophy Team in 1927, and crashed during the practising. He is now general manager to General Aircraft, Ltd.



IN SOUTHWARK'S NEW PARK : LORD ROTHERMERE, WHO PRESENTED THE SITE (SECOND FROM LEFT), WITH LEADERS OF THE L.C.C.

The site of old Bethlem Hospital in St. George's Fields, Southwark, was formally opened as the Geraldine Mary Harmsworth Park on July 12. The Park is the gift of Lord Rothermere, who purchased the land for £155,000. Lord Rothermere is seen in our picture with Mr. Herbert Morrison (hatless) and Lord Snell (right).



THE FIRST SESSION OF THE NEW UNEMPLOYMENT ASSISTANCE BOARD : SIR HENRY BETTERTON (SECOND FROM LEFT) AND HIS COLLEAGUES.

The members of the new Board seen here are (l. to r.) Sir Ernest Strohmenger, the Deputy Secretary, who was previously Under-Secretary at the Treasury; Sir Henry Betterton, previously Minister of Labour; Mr. Thomas Jones; Miss Markham, Chairman of the Committee on Women's Training and Unemployment; Professor H. M. Hallsworth; and Mr. M. A. Reynard.



# THEIR MAJESTIES AT MANCHESTER: TOWN HALL AND LIBRARY CEREMONIES.



1. THE KING, AS COLONEL-IN-CHIEF OF THE MANCHESTER REGIMENT, RECEIVING SILVER DRUMS FOR THE 1ST AND 2ND BATTALIONS, AT MANCHESTER TOWN HALL.

2. AND 3. SIDE AND FRONT VIEWS OF THE SCENE OUTSIDE THE NEW CENTRAL LIBRARY AT MANCHESTER OPENED BY HIS MAJESTY THE KING.

4. THE KING GREETING A MAN WHO HELPED TO BUILD THE LIBRARY (SEEN BETWEEN THEM, MR. E. VINCENT HARRIS, THE ARCHITECT). 5. THE KING OPENING THE LIBRARY DOOR WITH A GOLD KEY HANDED TO HIM BY THE ARCHITECT (NEXT TO RIGHT).

The King and Queen left Edinburgh for Manchester by special train on July 17. Their Majesties were received upon arrival at Victoria Railway Station, Manchester, by the Earl of Derby (Lord Lieutenant of Lancashire), who presented the Lord Mayor (Alderman Joseph Binns) and Lady Mayoress, the Recorder, the Town Clerk, and the Chief Constable. Their Majesties, attended by Mr. Hore-Belisha, the Minister of Transport, drove to the Town Hall, where a guard of honour of the 2nd Battalion of the Manchester Regiment, with the band of the battalion, was mounted. The Lord Mayor, on behalf of the subscribers, presented to the

King, as Colonel-in-Chief of the Manchester Regiment, two sets of silver drums for the 1st and 2nd Battalions of the regiment. Their Majesties were conducted to the dais in the Large Hall, where an address was read by the Town Clerk, to which the King replied. After laying the foundation-stone of the Town Hall Extension, his Majesty, with the Queen, was conducted to the portico of the Central Library. The architect, Mr. E. Vincent Harris, handed the King a gold key, with which his Majesty opened the door, then declaring the building open. Their Majesties inspected the Library, and then left by motor-car for Salford.



# THE KING OPENS THE LARGEST UNDER-WATER TUNNEL IN THE WORLD.



## THE £8,000,000 MERSEY TUNNEL OPENED BY THE KING AND NAMED "QUEENSWAY": A HISTORIC MOMENT AT LIVERPOOL.

After the Manchester ceremonies of July 17, the King and Queen spent the night in the royal train in a siding at Lowton, and next morning drove by road to Liverpool. At the city boundary, where their Majesties were received by the Lord Mayor of Liverpool, a procession was formed. On the way a halt was made at Walton Hall Park, which the King declared open without leaving his car. On arrival at the Liverpool entrance to the Mersey Tunnel, their Majesties walked in procession to the Royal Pavilion in Old Haymarket (now renamed Kingsway), the scene of the opening ceremony. The Lord Mayor offered the city's welcome, and an address was read by the chairman of the

Mersey Tunnel Joint Committee, Sir Thomas White. His Majesty the King read his reply and officially declared the Tunnel open, naming it "Queensway," and also operated an electrical switch that simultaneously indicated the official opening at the Birkenhead entrance at the other end. The King's speech was broadcast and repeated by amplifiers. As mementoes of the occasion, the chairman presented to the King a small model of the tunnel entrance, and to the Queen an old Georgian silver cup. Prayers were offered by the Bishops of Chester and Liverpool. The King and Queen then drove through the Mersey Tunnel to Birkenhead, where later the King opened its New Central Library.



# MEN AND MONSTERS.

BEING AN APPRECIATION OF

"CHILDREN OF THE YELLOW EARTH": By J. GUNNAR ANDERSSON.\*

(PUBLISHED BY KEGAN PAUL.)

DR. ANDERSSON may be called a reformed geologist. He tells us how, when he was a mining expert in China, the discovery of fossils in hematite ore led him to an absorbed interest in palæontology. A block of sandstone took him a stage further, from the study of the earliest organisms to the great saurians of the Cretaceous period. And so to Man himself, through *hominid* to *homo*. The progression is entirely appropriate; and, though Dr. Andersson has now abandoned the study of earth itself for the study of its successive inhabitants, it is evident throughout this volume that his intimate acquaintance with geology has been the best possible foundation for his archaeological researches. His work in China has been of great importance, and among his achievements there are at least two which place the learned world under a special debt to him. Although he did not actually unearth *Sinanthropus* (Peking Man), he was the first to

In the beginning (so far as we have discovered a beginning) were those primitive forms of life, the *Collenia* nodules, which Dr. Andersson discovered in the Sinian deposits of Northern China. They are still mysterious to science—they may have been coral-like creatures or calcareous algæ—but it is hardly doubted that they were forms of life. There is probably an

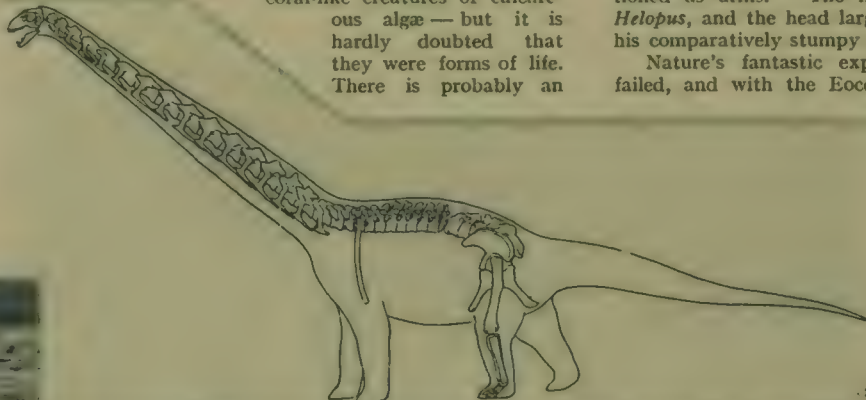
purpose of sight, but also of hearing, and especially of breathing." Another valuable discovery was *Tanius sinensis*, a dinosaur different from *Helopus*, in that it "walked only on its hind legs, which were long and powerful, whilst the front legs were short and slender and functioned as arms." The neck was shorter than that of *Helopus*, and the head larger, while it is believed that on his comparatively stumpy tail *Tanius* sat like a kangaroo. Nature's fantastic experiments with the mammoths failed, and with the Eocene age of the Tertiary period

began the era of the mammals. In various parts of China, chiefly in the deposits of the Yellow River, Dr. Andersson has explored this field with most rewarding results. The existence of skeletal animal remains, of great antiquity, is well known to the Chinese; they are generically known as "dragon's bones" and are credited with miraculous medicinal properties. Their excavation, transport, and sale as drugs is a well-organised trade, and we have no doubt that they are as efficacious as many other drugs of less magical pretensions.

The traffic supplied Dr. Andersson with valuable clues in his search for the mammal forms which he describes collectively as the *Hipparion* fauna. They are indeed a diversity of creatures. Here we meet the many different kinds of horned rhinoceroses, the curious species of horned giraffe called *Samotherium sinense*, and that terrible beast, the sabre-toothed tiger. Dr. Andersson thinks it probable that whole herds of these creatures were destroyed by convulsions of nature. Entire species disappeared—and another of Nature's experiments or jokes was abandoned.

There was one important type of mammal which did not disappear. We have now reached the age of what may be roughly called Pliocene Man—or, at all events, præ-Man. It was a memorable day in the history of archaeology when, in 1918, Dr. Andersson began to pay attention to a cave at Chou K'ou Tien, in the hills south-west of Peking. As we have mentioned, a variety of evidence led him to the brilliant guess (shall we call it a "hunch"?) that the cave might contain "the remains of one of our ancestors." Eleven years later, as every archaeologist knows, this conviction was confirmed in startling manner when Dr. Birger Bohlin unearthed a whole nest of hominid remains, now recognised as relics of *Sinanthropus*, or Peking

(Continued on page 124.)



A DIAGRAMMATIC RECONSTRUCTION OF THE AQUATIC *HELOPUS*: A SKELETON WITH EXTREMELY LIGHT VERTEBRÆ AND UPPER PARTS, BUT MASSIVE LOWER LIMBS—IN THIS PRESENTING AN ANALOGY TO DIVERS WHO WEAR HEAVY BOOTS. (AFTER WIMAN.)

Reproductions from "Children of the Yellow Earth"; by Courtesy of the Publishers, Messrs. Kegan Paul, Trench, Trubner and Co., Ltd.

immense space of time between them and the trilobites, brachiopods, mussels, and corals, fossils of which Dr. Andersson also found in great abundance. The contemporaneous forms of plant-life included the *Sequoia*, which may still be seen, venerable and majestic, on the famous Redwood Highway in California.

We leap across the ages to the Cretaceous period, when *monstra horrenda* roamed the earth. It is well known that in recent years, chiefly through the enterprise of the Natural History Museum of New York, remarkable dinosaur finds have been made in Mongolia, and the whole of Eastern Asia is now recognised as an incomparable field of search for prehistoric fauna. In Shantung in 1922, Dr. Andersson made many discoveries which help us to reconstruct the age of the Great Saurians. The way was opened for Dr. Zdansky's discovery of a new family of dinosaurs, now known as the *Helopodidae*. *Helopus Zdanskyi* seems to have been an interesting creature, of whom the Loch Ness Monster may possibly be the last descendant? He was "an animal about 10 metres in length, with

a short body but very long neck and tail. The legs were quite close to each other, perpendicular and stump-like, resembling the legs of an elephant. The *Helopus* had very thick cartilages in the joints, so that the whole of the ends of the bones consisted of cartilage. In this respect it differentiates itself from the vertebrates living on land, but resembles the great water animals, such as the whale. . . . From this circumstance Professor Wiman draws the conclusion that the *Helopus*, moving in the manner of elephants on stumpy legs, progressed not on the land but in the water." Moving on great, flat hoofs along the oozy floor of the waters, he used his head, it would seem, as a kind of periscope, "but a periscope not only for the



A DINOSAUR WHICH COULD MOVE AND FEED UNDER WATER AND USED ITS HEAD AS A "PERISCOPE": A RECONSTRUCTION OF *HELOPUS*, FROM A SKELETON FOUND AT NING CHIA KOU, IN CENTRAL SHANTUNG.—CARRIED OUT BY SVEN EKBLOM UNDER THE DIRECTION OF PROFESSOR C. WIMAN.

Both the excavation and the reconstruction of the thirty-foot skeleton of this previously unknown dinosaur were examples of brilliant scientific technique. The bones were found in hard sandstone. The rock had to be cut out in blocks. This was done under the direction of Dr. Zdansky, and the blocks were carefully numbered before being transported to Sweden. It took Professor Wiman, of Upsala, and his assistants, about a year to get the skeleton hewn out of the rock. Interesting points which guided Professor Wiman in his brilliant construction of *Helopus's* way of life were the facts that the animal had very thick cartilages at the joints, like a whale—animals borne by the water not requiring so firm a bone structure as land-dwellers; that the upper parts of its skeleton were very light, but the lower parts were massive—suggesting a comparison with the diver who wears leaden boots under water; and that the nostrils, eyes, and tympanum are placed high up on the upper part of the head, which was thus a "periscope" for the purposes of seeing, hearing, and breathing.

suspect his existence and, in the face of much scepticism, to persist in the search for him; and by his Yang Shao Tsun discoveries in 1920, supplemented by later finds relating to the same period, he gave the world some of its most precious evidence concerning Eastern culture of the late Stone Age.

The book is written in an unpretentious and engaging manner, and it is happily free from that controversial acrimony which mars too many archaeological works. Every page bears witness to deep enthusiasm for a fascinating study. Consisting, we should suspect, of a collection of separate essays, the book is not very well arranged in point of chronology; but if we select with care from its abounding material, we can piece together a complete, and an immensely interesting, biological history.

\* "Children of the Yellow Earth: Studies in Prehistoric China." By J. Gunnar Andersson, Curator of the Museum of Far-Eastern Antiquities, Stockholm; Late Director of the Geological Survey of Sweden and Mining Adviser to the Chinese Government. With thirty-two Plates, a Map, and 147 Other Illustrations. (Kegan Paul, Trench, Trubner and Co.; 25s.)



THE CULT OF THE DRAGON IN CHINA INSPIRED BY THE WHIRLWIND?—A DRAWING OF A CHINESE DRAGON AMONG CLOUDS, FOR COMPARISON WITH THE APPEARANCE OF THE WHIRLWIND, WHICH, IN NORTHERN CHINA, FREQUENTLY HERALDS THE COMING OF THE LIFE-BRINGING SUMMER RAINS.

The dragon of the Far East, it should be explained, is a being characterised by strength and goodness—in contrast to the grim dragons of the West. "The great rain-maker ascends the spiral steps of the whirlwind," writes Dr. Andersson, "rolling across the plain until he reaches his summer workshop in the clouds, and sends down over the thirsting earth . . . the life-giving rain."





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# A PAGE FOR COLLECTORS.

"THIS ENGLAND"—AS SEEN BY THOMAS ROWLANDSON.

By FRANK DAVIS.

minor master, of Paul Sandby. In the Banbury drawing (Fig. 2; left), the caricaturist's bias is more evident in the group of figures in the foreground—notably in the fat cleric—but the interest of this

he would have produced something more sparkling; had Gainsborough attempted it, we should have seen something more poetic and more profound; neither would have given us just this agreeable and

REMBRANDT could take a splinter of wood, dip it in ink, and produce in a few minutes, and with extreme economy of line, a little landscape of such depth and sombre power that it dominates a room. Watteau, with a few deft touches of that inspired and elegant hand, could draw in red chalk a figure of such wistful beauty as would almost make a modern gunman join the League of Nations Union. Such things are as unforgettable and as precious as one's first memory of a perfect dawn over the Mediterranean, or of a kingfisher's flight across a sun-flecked stream. But there are other expressions which also go to make up the pattern of life; trivial incidents of no emotional tensi-ty, such as the sight of a fat man running after his hat in a wind, the conversations of Mr. Samuel Weller and Mr. Weller senior, or the good-humoured give and take of a country town on market day. In this category, I suggest, are to be placed the water-colour drawings of Thomas Rowlandson (1756-1827), an observer of the outward pattern of life in this England of ours, who was gifted with so ingenious a pen that his works have become as much a part of the social scene as the adventures



I. LAUNCHING A CUTTER AT COWES IN ROWLANDSON'S DAY: A WATER-COLOUR OF GREAT INTEREST; WITH HORSES BEING TRANSPORTED BY BOAT IN THE FOREGROUND.

Reproductions by Courtesy of Messrs. Frank T. Sabin, New Bond Street.

scene is not this unpleasant old fellow, but the interesting pattern made by figures and houses:

I don't think any of the moderns could demand a more rigid geometrical basis for a picture—two lines of houses extended in two diagonals by the vehicles and people, two other parallel lines of figures, with a house on the left balancing the tree

unpretentious ease, but something both finer and different—in other words, this Banbury picture seems to me to prove as well as any other what a very good second-class artist Rowlandson was.

A very distinguished critic has recently complained in public of Rowlandson's "roly-poly" treatment of foliage. This is seen very well in Fig. 3. This is a trick which very distinguished critics condemn because Reynolds and others could draw foliage so much better; but one doesn't compare Surtees with Shakespeare, or Mr. P. G. Wodehouse with Wordsworth; so why compare Rowlandson with Reynolds? That Rowlandson might have developed into a more serious and a more accomplished artist had his natural bent been towards serious things, is quite possible; as it is this summary treatment of trees plays its part in concentrating one's attention on what really

interested him—and that is, the human comedy developing on the lawn beneath. The occasion is, presumably, a tenants' entertainment at Ham House, Lord Dysart's place, and I think no one of his time could have transcribed the scene with greater good humour and greater variety of incident; each little figure is vividly differentiated from its neighbours, and endowed with its own gestures and character, but the whole is bound together as simply as

the scattered forms of the Banbury drawing.

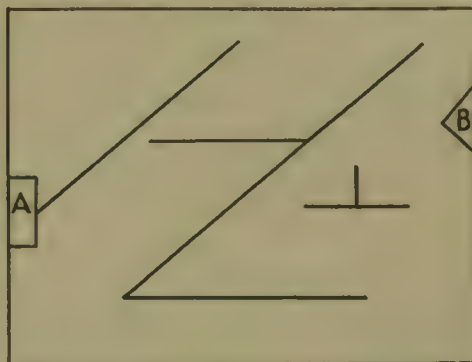
Until the recent exhibition at the Frank Sabin Gallery, I rather thought that everything that could be said about Rowlandson had already appeared in print: the show, however, produced a comment which was new to me: "Look, George," said a visitor,

"even the fices are dahnty!" This is perfectly true; one thinks of Rowlandson's faces as rather coarse until one looks at them closely. His crowds are not refined, but they are very human, and he does use a most dainty pen.

As the remark above demonstrates, he can be, and is, appreciated by people of somewhat faulty education, as well as by the rest of the world—a distinction he shares with many much greater artists. It is also gratifying to hear authentic Cockney accents in the rarefied atmosphere of a Bond Street gallery; it means, or should mean, that art is something more than a rich man's hobby, but also good fun for Tom, Dick, and Harry—a dictum of which Rowlandson himself would have most heartily approved. That is what is so nice about the man: he's not a bit high-falutin', but as friendly as Mr. Jorrocks, though whether the latter would have approved of hounds in full cry apparently in the height of summer, is not for me to say. I should explain that Rowlandson's hunting scenes are inimitable, but he does like his trees to be in full foliage!



2. A ROWLANDSON WATER-COLOUR WHICH RELIES ON A VERY SIMPLE GEOMETRICAL SCHEME FOR ITS COMPOSITION: "BANBURY"; AND (RIGHT) A REDUCED DIAGRAM OF THE LINES ON WHICH THE PICTURE IS CONSTRUCTED, THE HOUSE ON THE LEFT (a) BALANCING THE TREE ON THE RIGHT (b).



of Pickwick or Jorrocks some years later. This comparison of Rowlandson's outlook with that of two such notable Cockney characters is by no means so strained as would appear at first sight. He is not so decorous and he can be offensively coarse, but he is essentially a man of the London streets, noting down his impressions with a more than Flemish gusto; he enjoyed life himself, and his jolly, care-free attitude to the world is reflected in these water-colours.

It is curious that his reputation, in the nineteenth century, was little more than that of a particularly deft caricaturist; people wrote at length about his comments, offensive or merely cutting, upon political personages of the day. We ourselves consider—and I think rightly—that he can stand on his own feet as an artist with far greater dignity than as a caricaturist. It is true that he cannot keep out of his drawings those touches of exaggeration and simplification which are the caricaturist's stock-in-trade; but in his more serious works he does not press these so far that our attention is distracted from the landscape to the human comedy. The drawing of the launch of a cutter at Cowes, for example (Fig. 1), is perfectly straightforward and exceedingly well designed; the figures are no more odd than those of dozens by seventeenth-century Dutch painters, or, to choose a contemporary

on the right. This is, more or less, what it is when you analyse the scene (Fig. 2; right). Could you have anything simpler?—on the other hand, could you demand anything more lively and ingenious than Rowlandson's interpretation? The answer is, yes and no. If Guardi had worked in England in water-colour,



3. HAM HOUSE—THE HISTORIC HOME OF LORD DYSART—RECENTLY THE SCENE OF THE SPECTACULAR BALL WHICH THE HON. MRS. RICHARD BETHELL GAVE FOR HER DAUGHTER: A ROWLANDSON WATER-COLOUR OF A FORMER FESTIVITY IN THE GROUNDS.



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## THE CHRONICLE OF THE CAR.

By H. THORNTON RUTTER.

BRITISH motor manufacturers are forging ahead both in their methods of production and in the increased popularity of their goods. If it were not for the increased sale of Ford V-8-cylinder

of the product. Now he has reorganised the whole of the Morris Motors, Ltd. factories, with the assistance of the managing director, Mr. L. P. Lord, so that the production is now in the form of "specialisation."

This system is an improvement on the "controlled" quantity method of production, and entails no fewer than five specialised factories, all complete units, to produce the components, assembled finally at Cowley, near Oxford. The result can be seen in the latest Morris cars, which are better than ever, which is only as it

I spent a most enjoyable afternoon there recently, seeing the latest machines turning brass strip into radiating "film," as it is termed, for it is most fascinating to watch. The length of these films used for the cooling element is some 110 miles per week. As it is the largest radiator factory in Europe, employing 900 hands, it is quite a show place in our commercial history of England. It also has the largest automatic plating plant in England, and an article placed on one end to be plated takes only about two hours to pass through before coming out completed, glittering like silver. No wonder that nearly all the other motor makers in England buy their radiators from this factory, for cars as well as commercial motor vehicles, stationary engines, and marine motors.

(Continued overleaf.)



THE PRINCE OF WALES AT COVENTRY: H.R.H. LEAVING THE HUMBER-HILLMAN WORKS.

cars imported from Canada, the imports of motor vehicles would be practically nil. Ford, by the way, have reduced their prices both in the U.S.A. and Great Britain, as no doubt readers have seen chronicled in their recent advertisements, so that one can foresee still greater value for the cost of purchase in motor-cars.

In 1912 Lord Nuffield laid the foundation of the British motor industry as it is to-day. He was the first with "controlled" quantity production as compared with the methods styled "mass production." Careful organisation had the advantages of quantity production, yet retained the individuality

should be, considering that this reorganisation has cost a mint of money, £250,000 being already spent on the latest assembly plant alone, at the Cowley Works of nearly 82 acres in extent.

At the radiator works in Oxford, the output is 2000 radiators per week, with a "peak" of 3000 per week when necessary.



THE PRINCE AT COVENTRY: H.R.H. MOUNTING A TRICYCLE USED BY HIS GRAND-FATHER, KING EDWARD VII.

During his recent visit to the Humber-Hillman works at Coventry, the Prince was much interested in a tricycle that had been the property of King Edward VII., and, to the delight of the workpeople looking on, he took a short ride on it. He also saw a photograph of the present King and Queen and other members of the Royal Family outside Windsor Castle with bicycles, in the 'nineties. In the photograph reproduced above Mr. W. E. Rootes is on the right.

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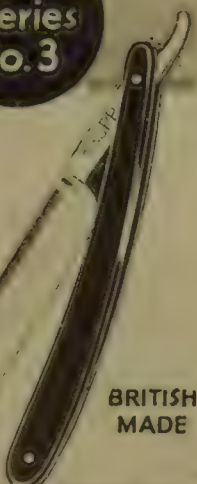
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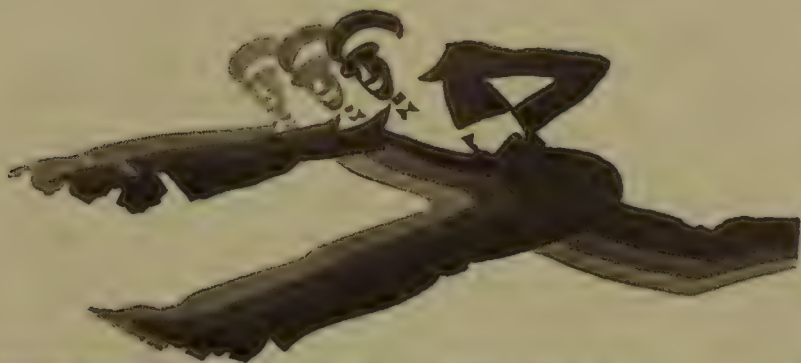
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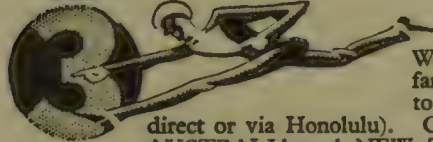
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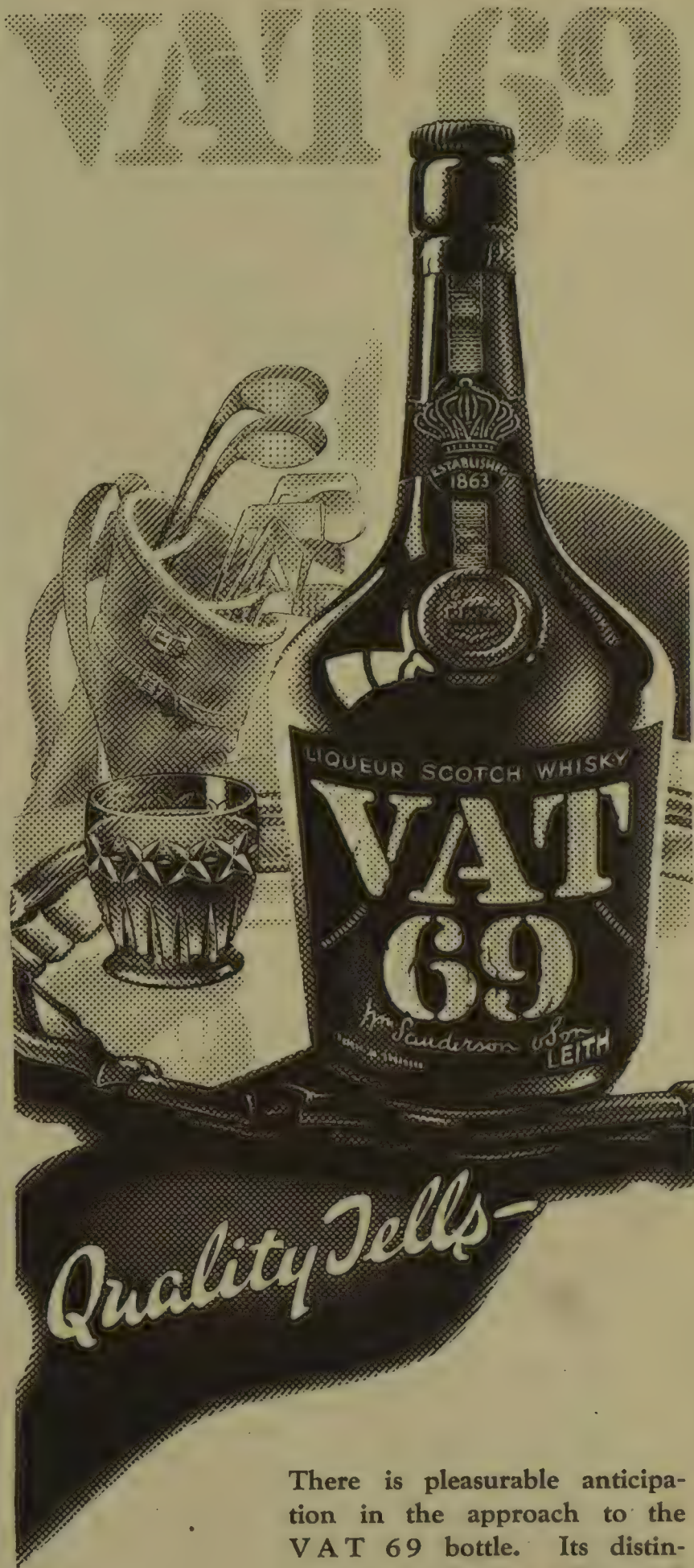
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(Continued.)

Lord Nuffield will have to employ a regular corps of guides to show visitors round the newly organised Cowley assembly shops, the latest and most up-to-date factory of this nature, as I am certain that the demand for cards of invitation to see round it will be in thousands, now the motoring world learns that it is completed.

One shop alone is close on half a mile in length, under one roof, with the longest single conveyor in the country, being nearly three-quarters of a mile in length. Mechanical "hands" simply abound here. The various conveyors deposit automatically the different parts to be assembled to the men or women dealing with them.

For instance, it is almost uncanny to see two wheels for the front axle and two wheels for the rear one arriving down their own conveyors to the chassis as the main conveyor brings the chassis round on its building-up process to the spot where the wheel assemblers fit these on the respective axles. And the same mysterious yet precise action takes place in delivering the 19,000 and more parts which have to be used to produce one complete motor-car. Is it not wonderful? Yet there is no hurry or scrambling among the 5000 hands employed at Cowley. They seem to have plenty of time to do all their own particular jobs, as the conveyor slowly moves the chassis along the line.

Yet its apparent slowness is misleading, as no fewer than 1000 complete cars come off the line every week of, say, fifty hours, which works out at twenty cars made per hour in front of your eyes.

It all runs so smoothly that you can hardly believe your eyes, but there they are, with their bodies brightly polished in various colours and styles. These coachwork adornments of the chassis, by the way,

seem to drop from heaven above at the precise moment on the chassis, are bolted on, cleaned and polished, and generally inspected. Then a fitter opens the door, starts up the engine, and away the car goes to take its place in the row of finished products ready for its purchasers, perfect in every part, with its



THE PRINCE OF WALES AT THE FORD FACTORY AT DAGENHAM: H.R.H. TOURING THE WORKS IN AN OPEN FORD.

The Prince paid a visit to the Ford Works at Dagenham, Essex, on July 13. While there, he drove a short distance in a car which had only been assembled an hour or so before, and, in fact, was still on the assembly line. Later, this was labelled "Not for Sale"; and it is to be presented to the King George's Hospital, Ilford. H.R.H. travelled by aeroplane to Hornchurch Aerodrome; thence by car to the factory; and back to London by motor-boat.

individual characteristics and car personality still there. It does not seem "one out of a pod," which is the ideal now realised through the new Morris production methods.

Many readers of this journal are coming home on their cars from various parts of the Empire. For instance, Major W. Phillips, of the Indian Army, has recently arrived in London after completing the journey across India in his Scout 1931 Talbot. Starting from Allahabad on March 1, he reached Erna-Kulam within seven days, covering 2100 miles in seventy-three running hours. He reports that the roads were rarely good, mostly indifferent, and sometimes actually bad or mere dirt-tracks. Country roads in India are maintained by a system of highway tolls at every fifteen or twenty miles. These toll-gates keep down the average speed, calling for continual short halts. But the bullock-cart traffic is the real obstacle to fast running. Major Phillips noted that on one occasion he had to wait while seventy-eight bullock-carts in line, tied one behind the other, with only the driver of the leading cart awake, crossed his road. In some of the villages it was difficult to thread one's way through the streets, owing to carts parked at all angles. Also the cast-off shoes of the bullocks are the main causes of tyre punctures.

Anyway, he managed to average about thirty miles per hour over the route under these conditions, which speaks well for the car. He had no mechanical troubles except punctures and one burst, and is using the car in England none the worse for its cross-country trip. But, as I have often written before, English cars can give as good service abroad as they can at home. It is a lot of nonsense to think that they cannot stand as much knocking about as cars of any other nationality. That was only artful propaganda broadcast by their rivals, who feared for their own business being eaten into by British cars.

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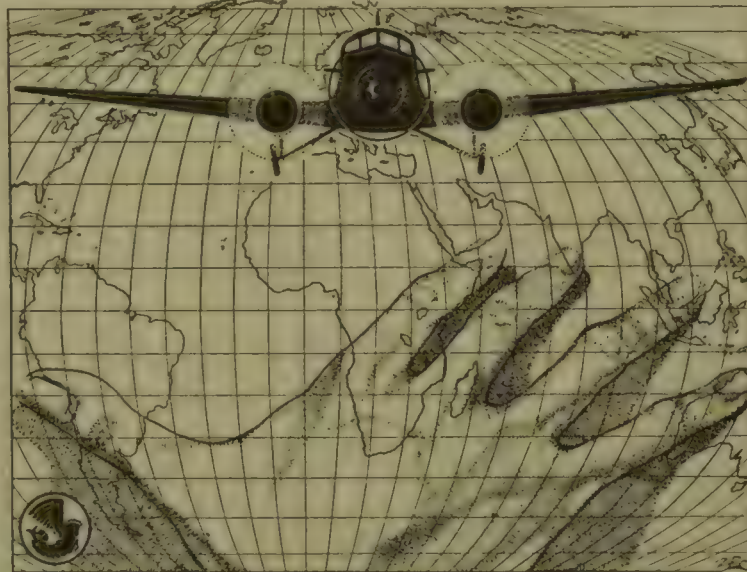
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CHILDREN OF THE YELLOW EARTH.

(Continued.)

Man. It is impossible here to enter into the technical reasons which make this discovery so important. Suffice it to say that *Sinanthropus* is different from any of the other known types of proto-man, and is "a remarkable combination of highly original and purely modern features. Black sums up its characteristics by saying that *Sinanthropus* is a generalised and progressive type, closely related to the original type of hominidæ which was the prototype, not only of the Neanderthal man and the South African fossil human races, but also of the modern *Homo sapiens*." The evidence seems incontestable that this hominid not only possessed rude weapons and other artifacts, but understood and constantly practised the use of fire.

We pass to the Old Stone Age, of which China has supplied copious evidence, though Dr. Andersson has not himself been concerned in that branch of research. There is now a gap in the story, for up to the present time no traces have been found in China of the period between the palæolithic and the neolithic, which latter brings us down to comparatively recent pre-history. Dr. Andersson thinks that in the interval the great deposits of wind-borne yellow dust, or loess, may have rendered enormous tracts of land uninhabitable. Whether this be so or not, the next act in his drama is the so-called "Yang Shao Civilisation," which he began to unearth in Honan in 1920, and which belongs to the New Stone, or possibly even to the Early Metal, era. Of this age, and of one which probably preceded it by no very great interval of time, Dr. Andersson and his assistants found rich deposits in Honan and Kansu. The most remarkable feature of these finds was the existence, side by side with stone artifacts, of a highly-developed ceramic art, both in domestic ware and, more particularly, in burial urns. Numerous illustrations of this pottery exhibit a degree of skill and a wealth of pattern which are indeed astonishing at such an early period. Dr. Andersson is inclined to think that "the painted ceramics came to Kansu and Honan as a finished art, which in its—to us unknown—homeland must have required a long time to reach such perfection." Our author devotes several chapters to discussing the decoration of the pottery, and especially of the very fine urns which he discovered in extraordinary abundance in the P'an Shan burial-ground. Most of the decoration he associates with fecundity symbols; although he is doubtless right in this, some of his explanations—e.g., of the tooth-pattern—seem a little fanciful.

Hardly less interesting than the ceramics are the innumerable implements which were found in the same sites—axes, knives, and cutting instruments of many different shapes, scythes, arrow-heads, vessels, and numerous domestic objects: for example, a bone sewing-needle was found complete in a sheath made of the humerus of a fox. Some of these implements have scarcely changed at all with the ages; thus, peasants in Hansu to this day use exactly the same kind of distaff as was found in the Yang Shao deposits. Many ornaments of stone and shell were also recovered. Some of them probably had a mystic significance; that



NATIVE CHIEFS AT THE MORRIS MOTOR WORKS AT COWLEY, OXFORD: THE SULTAN OF SOKOTO, THE EMIR OF GWANDU, AND THE EMIR OF KANO GREETED BY LORD NUFFIELD, THE CHAIRMAN.

conclusion is suggested by the fact that a large number were found in a cave which contained the remains of no fewer than forty-five persons, and which Dr. Andersson thinks may have been a shrine for human sacrifice, or even for cannibalistic rites.

With the Yang Shao age, "a rich and brilliant episode," ends our present knowledge of China's pre-history, and thousands of years, completely obscure to us, elapse before we reach the "ancient China" of history in the second millennium B.C. We see only fragments of the whole adventurous drama; but Dr. Andersson supplies a stimulating scenario which imagination, and perhaps some day positive knowledge, may complete. C. K. A.

For people in this country who wish to visit the Far East, or for Europeans living in the Far East when they proceed home on leave, there can be no route more enjoyable, and one which has, also, the great merit of being all-British, than the Canadian Pacific route, via the North Atlantic, across Canada, and the North Pacific. One is able to travel on splendid Canadian Pacific liners of the white "Empress" and "Duchess" type, some of the fastest and most luxurious liners in the world, and over the Canadian Pacific Railway system, which runs through some of the finest of Canada's scenery, and offers opportunities for visiting the Niagara Falls, Montreal, Quebec, Toronto, Vancouver, and other prominent Canadian cities and places on the Pacific Coast. The Canadian Pacific line runs to Yokohama, Kobe, Shanghai, Hongkong, and Manila, and a feature of its service is that you can travel on the return journey by an alternative Pacific route, embracing the interesting island of Hawaii, and by a varied train route across the American continent, which takes in some of the northern United States, Chicago, Detroit, and Buffalo, and affords an opportunity of seeing Lakes Erie and Michigan, also the cities of Boston and New York.

It is gratifying to see our old-established firms weathering the economic depression and participating in the prospects of recovery. This year, Messrs. Lambert and Butler, a branch of the Imperial Tobacco Company, celebrate the centenary of their establishment in the city of London. Their first premises were 38, St. John Street, Clerkenwell, but they migrated to Drury Lane in 1836, and on the original site stands the fine block of buildings which have been their headquarters now for many years. The founders, Charles Lambert and Charles Butler, were fine types of the old English merchant manufacturer. The firm has introduced many famous brands of tobacco: among the best known to-day are the "Waverley" and "Rhodian" tobacco and cigarettes.

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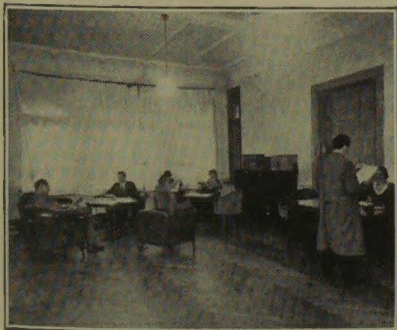
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